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# Navy News

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No. 81 MARCH, 1961

Published first Thursday of the month

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## Over £413,000,000 needed to run Navy next year

### SMALL FLEET OF MODERN SHIPS

### Large assault ship of new design to be built

**F**OR the financial year, 1961-62, Parliament is being asked to grant for the Naval Service the net sum of £413,200,000, and of this huge amount no less than £107,000,000 is required for the new construction and aircraft programmes during the year. The total is some £15,000,000 more than the previous year.

In his explanatory statement on the Navy estimates, Lord Carrington, First Lord of the Admiralty, says: "... the special value of sea power—its mobility and flexibility—remains constant. Indeed these qualities have stood out more clearly as the number of British bases overseas has declined.

"As weapons become more and more destructive it is more important than ever that local outbreaks should not be allowed to develop into full-scale war, with the attendant risks of nuclear conflict. Military power must be deployed quickly and effectively when trouble occurs, and this is a primary task of the Royal Navy.

"It may be to escort troops and their heavy equipment to the scene of action; it may be to give them air cover in operation until air bases can be established ashore; carrier concept, to function as a fire brigade and to avert or extinguish small conflagrations unaided.

#### PROMPT INTERVENTION

"In every case success depends upon prompt intervention, made possible by the Navy's power of rapid movement. In limited war in which opposition to seaborne forces may be encountered, the Navy must be capable of operating a balanced fleet which can meet the potential threats from the air, the surface, and under the sea, and fulfil its traditional role of seeking out and destroying hostile warships and maintaining our freedom to move forces and supplies about the seas."

This recognition of the value of sea power and the build-up of our naval forces to meet twentieth-century conditions has been a long-term policy of the Board of Admiralty, and the present estimates endeavour to continue that policy.

There will be 144 ships in the operational fleet, together with 41 engaged on trials and training, and 70 support ships and auxiliaries. By the end of the financial year, 1961-62, the First Lord says that ships in reserve will consist of sufficient ships of all classes, held at short notice for service, to keep the operational fleet up to strength and to provide for the afloat support of the fleet in emergency.

The Navy is broadly divided into the Eastern Fleet, based on Singapore,

and the ships west of Suez which are virtually all interchangeable between the Home and Mediterranean Fleets. Apart from this main division, areas of special British interest have fleet units on the spot. As a result the Navy, in covering its world-wide commitments, is thinly spread, but available sources of money and manpower have been purposely devoted to a relatively small fleet of modern ships of the highest quality, able to combine a variety of functions, rather than to a greater number of less advanced and less versatile ones.

#### NO NEW CARRIERS YET

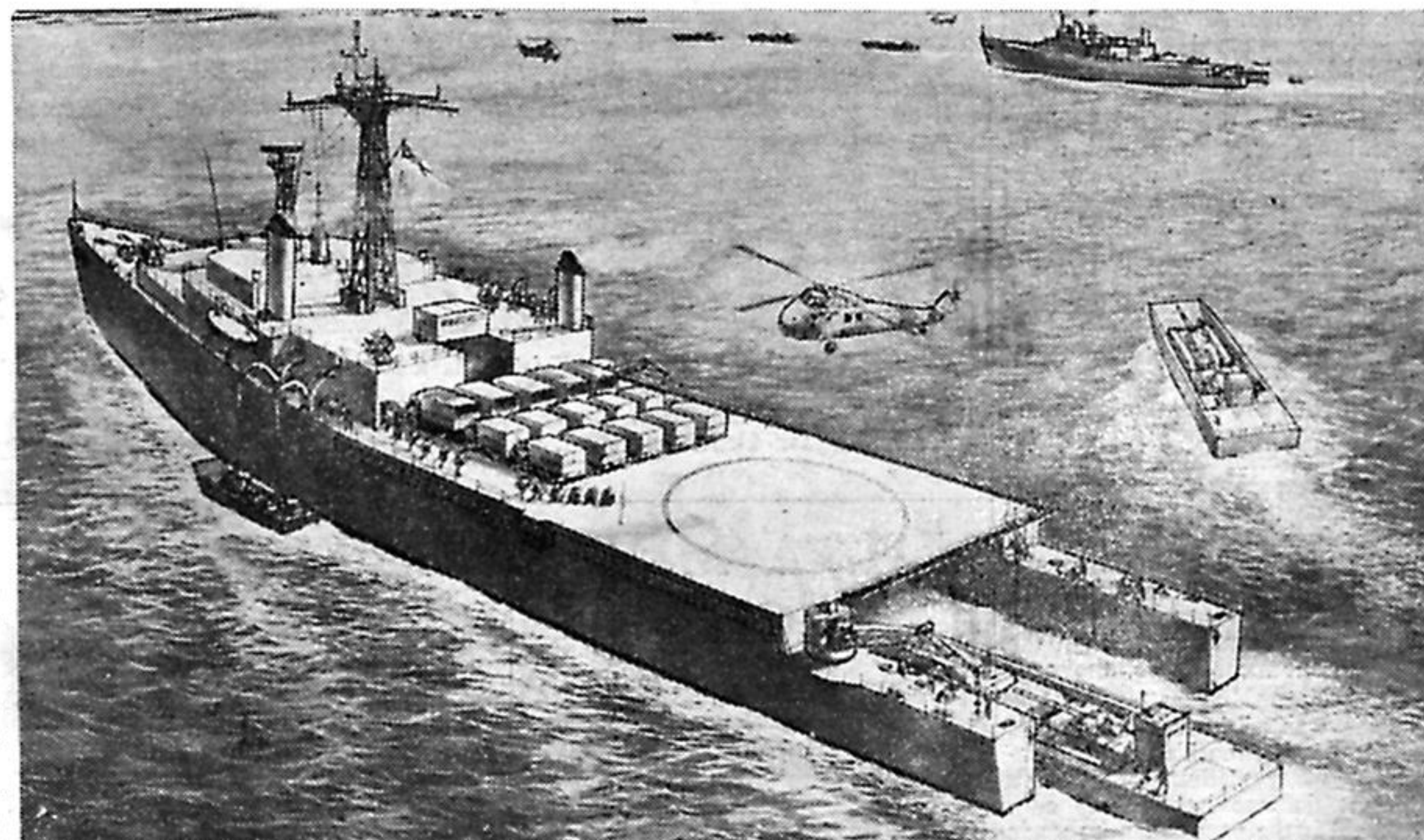
Of the four aircraft carriers, Ark Royal, Hermes, Victorious and Centaur, the First Lord's statement shows that three will normally be operational throughout the year—a fourth will be refitting. H.M.S. Victorious will return to Home Waters when relieved by H.M.S. Centaur, East of Suez, in October, 1961. Hermes and Ark Royal will be West of Suez. Talking of carriers, the First Lord felt that it would be ten years before replacements are needed for the existing carriers. This would seem to imply that no new carriers are envisaged for the moment.

H.M.S. Albion is in hand for conversion to commando carrier and after commissioning she will rotate with Bulwark between the Eastern and Western Fleets. One of them will be continuously available East of Suez. Each of these carriers will be able to transport two commandos if required.

#### CRUISERS

Of the cruisers, four of the five (Belfast, Bermuda, Tiger, Lion and Blake) will normally be operationally available during the year. H.M.S. Blake will commission for final trials this month; later in the year she will serve in the Mediterranean. H.M.S. Lion will go to the Mediterranean on completion of her trials—expected to be in April. H.M.S. Tiger will complete her present

Continued on page 3, column 1



An artist's impression of the new assault ship announced in the First Lord's Explanatory Statement on the Navy Estimates. This ship will carry landing craft which can be launched by flooding compartments of the ship. She will also be able to serve as headquarters ship in the assault area

## Protector has a spell away from the cold

**H.M.S. Protector** (Captain D. N. Forbes, D.S.C., Royal Navy) arrived at Montevideo on February 1. After the ships' Antarctic time, the weather was found to be a little too warm, but those on board soon got used to tropical routine again.

On the second day of the visit, the combined Ships' and Royal Marine Guard marched through the streets to the Plaza Independencia, where the Captain and H.E. The British Ambassador laid a wreath on the monument of General Artigas, the man responsible for Uruguayan Independence.

On February 6, the ship gave a children's party for the local British children. About 70 were entertained on board, and they were escorted around the ship by a band of Pirates, whose chief was the Captain.

The ships' sports teams were active, but did not meet with much success. The soccer team was defeated by 7 goals to 2, by a very strong Uruguayan Naval side. The water polo team lost 1-9 to the local club, while the cricketers defeated the local cricket club handsomely. In this match O. S. Easy distinguished himself by taking four wickets with four balls.

The ship sailed for the Antarctic on February 9.

## DUCHESS OF KENT TO ATTEND CENTAUR'S COMMISSIONING

**W**HEN H.M.S. Centaur recommissions on Friday, March 3, at Portsmouth, for her third commission, Her Royal Highness the Duchess of Kent will be present.

Her Royal Highness launched the ship from Harland and Wolff's yard, Belfast, in April, 1947.

After lunching with the captain, Capt. J. A. C. Henley, D.S.C., R.N., and attending the Commissioning Ceremony—the introduction to the ceremony will be given by the Venerable Archdeacon John Armstrong, O.B.E., Q.H.C., Chaplain of the Fleet—Her Royal Highness is to cut the commissioning cake and meet members of the ship's company.

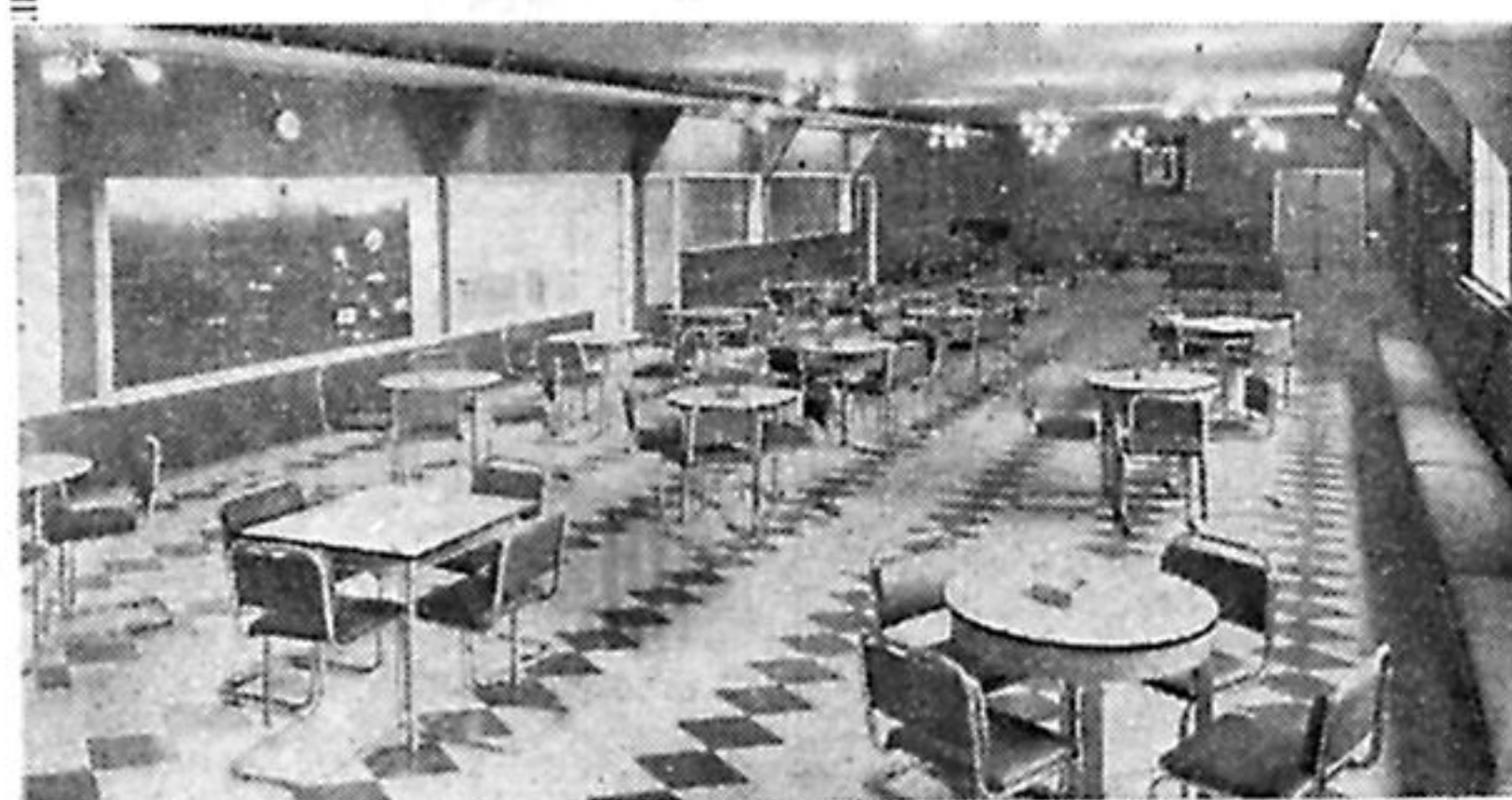
The Duchess of Kent will take off from the flight deck in a helicopter after tea.

## 3rd Commando Brigade H.Q. to move to Singapore

**T**HE headquarters of 3rd Commando Brigade will move from its present base at Malta to Singapore in April. Some 200 Royal Marine officers and men and their dependants will be involved.

The move is a consequence of the deployment of the Royal Marine Commandos, two of the three overseas units now being stationed east of Suez. There is no intention that 40th Commando, R.M. should move from Malta.

## Lavish new club in Collingwood



A view of the restaurant with the social activities room in the background

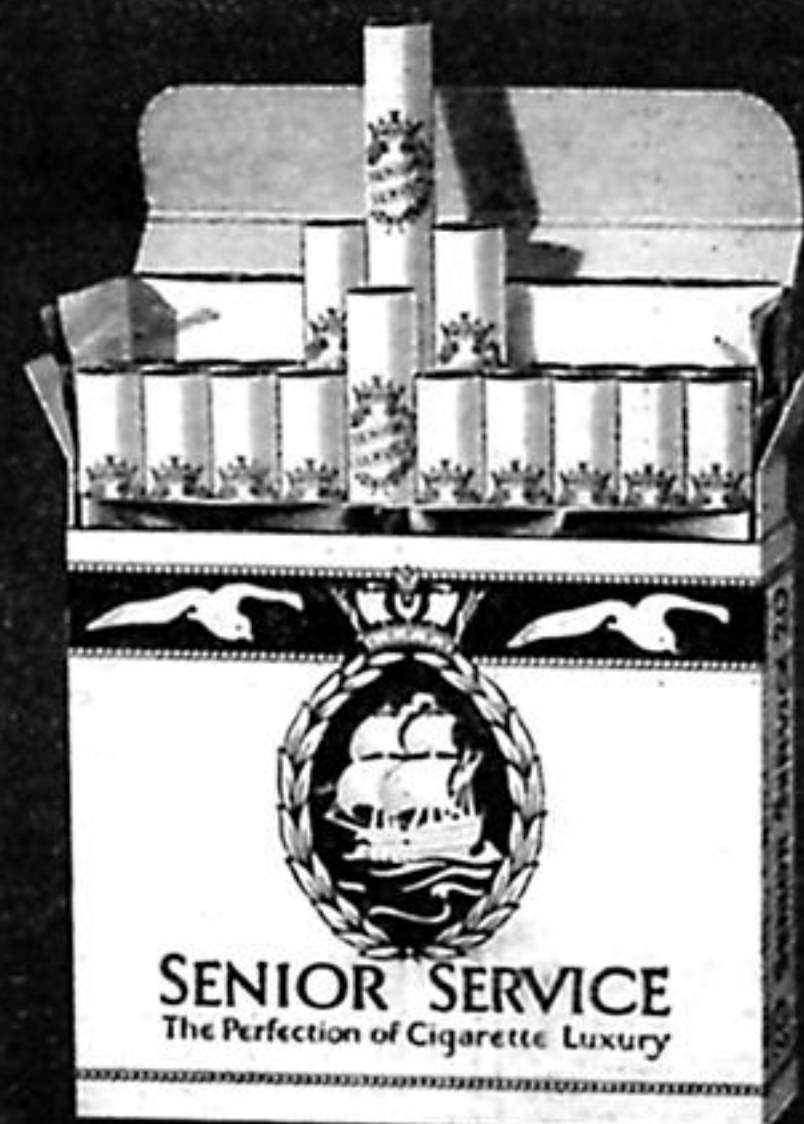
**L**AVISH is the only word to describe the new "All Ratings" club opened by Lady Power, wife of the Commander-in-Chief, Portsmouth, Admiral Sir Manley Power, on March 1, in H.M.S. Collingwood.

The N.A.A.F.I. canteen, situated in the centre of the establishment, has been partly rebuilt and completely redecorated and refurnished at a cost of about £14,000 shared equally between N.A.A.F.I. and H.M.S. Collingwood.

Wives and girl friends will be encouraged to use the club—the first of its kind for general service ratings. Two other clubs are in use for the Fleet Air Arm, but they are small by comparison.

Vic Oliver, the "maestro," was present on the opening night and entertained those present.

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 CIGARETTE  
 OF THE DAY



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## Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N. (Retd.),  
Royal Naval Barracks, Portsmouth  
Tel.: Portsmouth 22351 (Ext. 72194)

## EDITORIAL

THE cost of running the Royal Navy—the cost of the insurance premium to defend our coasts, keep our trade routes secure, to play our part in an organisation built up to safeguard the free world—has, like the cost of everything else, risen year by year.

The Navy Estimates show that the amount required for the multifarious duties of the Royal Navy has reached a peace-time record figure of £413,200,000. This is £15½ million more than was required in 1960-61.

Are we getting value for the huge amount involved? Many will argue that we are not—many will say that we ought to have more ships—that with the forces at our disposal, even with the assistance of those with whom we are in partnership, we are not in a position to defend this island and the nations of the Commonwealth.

It is felt that the Admiralty would like to have more ships, and the men to man them, but are we—the nation—prepared to pay for them?

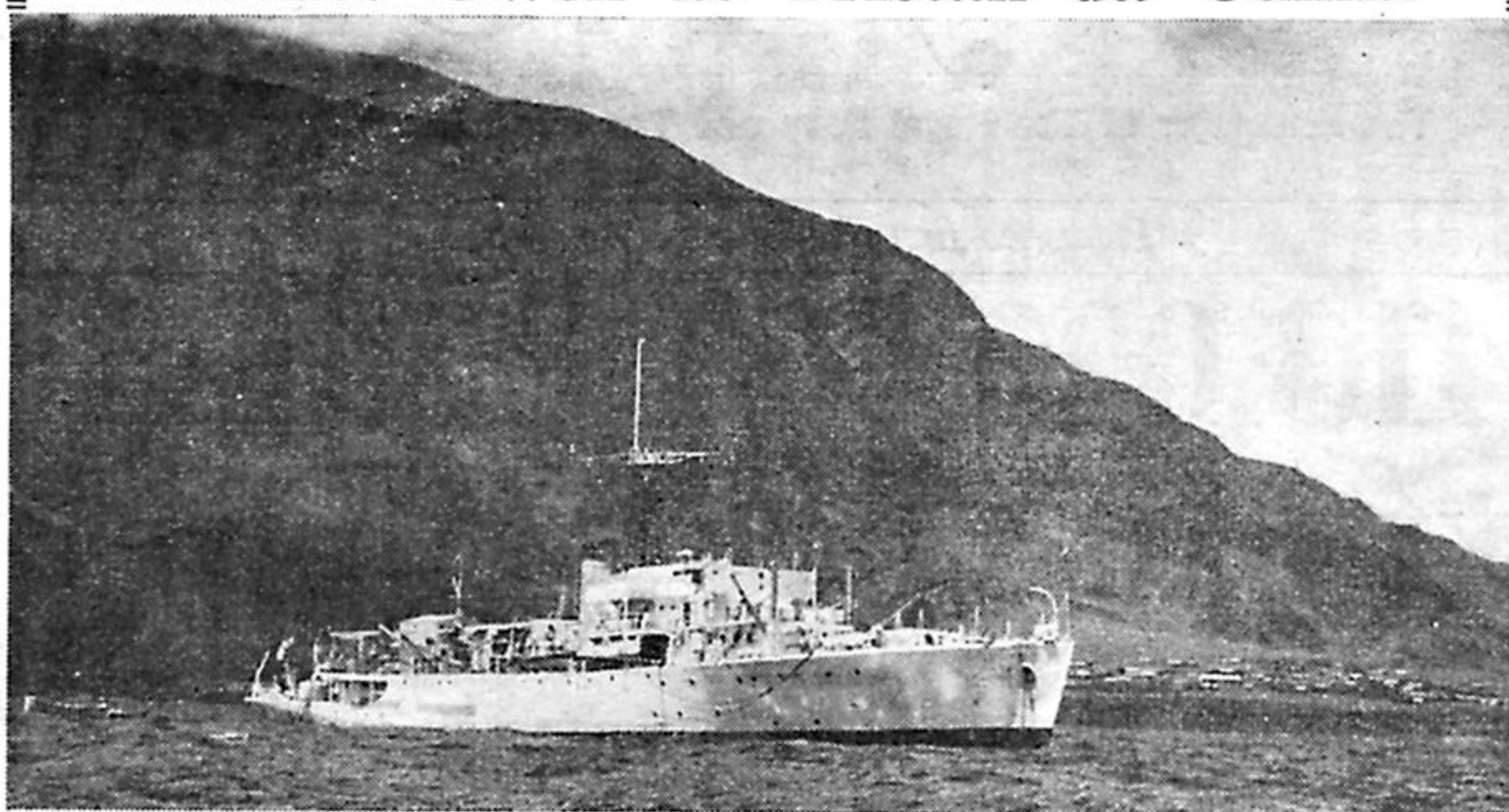
It would be criminal folly to build ships which were not adequate for the demands likely to be made of them and the Admiralty's intention that the Fleet should be composed of modern, versatile ships, fitted with the most advanced equipment, is, unless we are prepared to pay much more than the present astronomical figure, the only answer.

What is wanted is that the public should be "put in the picture" and informed by every medium of Britain's paramount defence need. It is considered that if the people can be made aware of the position they will demand that means be provided to produce more ships.

The Royal Navy is a strong force but as the First Lord has said, it is spread pretty thin over the waters of the globe. We are getting value for money spent on the Navy—but in these days—when Utopia seems so far away, whilst there is unrest in so many parts of the world, a good case can be made out for the claim that even the forthcoming year's record estimate is inadequate for the country's need.

Tell the people and they'll be prepared to pay. After all it was the people's call before the First World War which put the Royal Navy in such a good condition to fight that war.

## H.M.S. Owen at Tristan da Cunha



When H.M.S. Owen arrived at Tristan da Cunha—here is the naval survey ship at Britain's "loneliest colony"—during her nine-month oceanographic research commission in South Atlantic and sub-Antarctic waters. Commander G. P. D. Hall, D.S.C., R.N., her captain, learned that the 270 islanders were without a doctor. The ship's medical officer, Surgeon-Lieutenant R. S. McKinnon, R.N., of Cheam, Surrey, was put ashore for a month to attend to the medical needs of the inhabitants.

## MALTA MINESWEEPERS VISIT SICILY

FOUR Royal Naval minesweepers of the 108th Minesweeping Squadron represented the United Kingdom at the Festival of the Almond Blossom—held in Sicily to mark the arrival of spring in Agrigento Prefecture.

The Mediterranean Fleet Royal Marine Band, commanded by Lieut. R. H. Nash, R.M., of Wallisdown, Bournemouth, led a half-mile-long procession through crowds of nearly 20,000 people. The procession, composed of Yugoslavian, Czechoslovakian, Greek and Spanish folk dancers in national costume, was cheered through the streets of Agrigento after the Royal Marine band and visiting folk dancers had performed on an open-air stage in brilliant sunshine against a background of the ancient Greek columns of the Concord

Temple, overlooking the Mediterranean.

### A BIT OF A SQUEEZE

While the four ships (under the command of Commander G. A. F. Bower, R.N., Senior Officer 108th Minesweeping Squadron) were at Porto Empedocle for the celebrations, the Navy gave a children's party for orphans from a Franciscan Sisters' Home. Forty children were invited and 160 turned up!

Another of the minesweepers took a party of 40 Scouts to sea for the afternoon, and all four ships were invaded by a constant stream of visitors throughout their four-day stay in Sicily.

Embarked in the ships for inter-Service experience were a sergeant and seven other ranks of the Royal Highland Fusiliers, recently arrived in Malta from Aden.

## HIGH RATE OF RE-ENGAGEMENT IN THE NAVY

RE-ENGAGEMENTS after 12 years of service in the Royal Navy continues at the high rate of 65 per cent., compared with about 40 per cent. before 1957.

Of the men completing 7-year engagements 40 per cent. are choosing to remain in the Service, compared with 10 per cent. four years ago.

The Admiralty states that this is a very encouraging state of affairs, but still greater improvements are hoped for.

Three cruisers, five destroyers, one fast minelayer and thirteen frigates have been disposed of, or approved for disposal by scrapping, during 1960/61.

## Letters to the Editor

### THANKS FOR NAVY NEWS

SIR.—Please find enclosed postal order value 8s. for one year's renewal subscription for NAVY NEWS. As an ex-Chief M.E., I look forward to the copy of the NAVY NEWS every month, being the only paper that can bring the Royal Navy into one's home. I would like to wish you and your very efficient staff all the best and I hope that your paper will go on giving all R.N. and ex-R.N. chaps what they wish to read and digest.—JOHN A. NAGLE, 63A Peel Road, Bootle, 20.

### Has 'Lord Harry Freeman' called?

SIR.—Please find enclosed 8s. postal order for the "Navy News." I have been asked to say how much we all look forward to seeing it every month. It is a real sort of tonic to us. Just to read it helps to bring back some very happy memories.

I often wonder myself if some of the places out East have got back to the happy state they were in before the war—places such as Manila and Singapore.

Well I must close now and wait to see who will be the next ship-load of happy sailors to have had "Lord Harry Freeman" on board.—J. M. HUTCHINSON, 61 Kirkes Road, Moorlands, Lancaster.

## Proteus on way to Holy Loch

THE United States submarine tender Proteus, 18,500 tons, which is to be the base maintenance ship for Polaris submarines and which is to be stationed at Holy Loch, left New London, Connecticut, on February 21.

It is expected that the Proteus will be maintaining and supplying six missile submarines by this time next year, among which will be the George Washington and Patrick Henry, both of 6,700 tons (submerged).

## DRAFTING FORECAST—YOUR NEXT SHIP

- Notes: (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicate ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.
- (ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.
- (iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

### SUBMARINE COMMAND

H.M.S. Tireless, April 25, at Rosyth for service with the 1st Submarine Squadron.

H.M.S. Astute, April 28, at Devonport for service with the 6th Submarine Division.

H.M.S. Alderney, May 23, at Portsmouth for service with the 6th Submarine Division.

H.M.S. Talent, June 23, at Malta for service with the 5th Submarine Division.

H.M.S. Porpoise, July 1, at Portsmouth for service with the 1st Submarine Squadron.

### GENERAL

700 Z Flight, March 7, at R.N. Air Station Lossiemouth for I.F.T.U.

H.M.S. Blake, March 7, at Clyde for Home Sea Service. Re-commissions August for General Service Commission, Med./Home (24 months). U.K. Base Port, Devonport.

H.M.S. Cook, March 20, at Singapore for Foreign Service (Far East).

H.M.S. Eastbourne, April 12, at Chatham for General Service Commission, Home/East of Suez (20 months). U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Chichester, April 13, at Chatham for General Service Commission, Home/East of Suez (18 months). U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Loch Lomond, April 18, at Chatham for General Service Commission, Home/Arabian Seas and Persian Gulf (15 months). U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Tiger, May 2, at Devonport for General Service Commission, Home/

East of Suez (24 months). U.K. Base Port, Devonport.

H.M.S. Carysfort, May, at Singapore for Foreign Service (Far East).

H.M.S. Trafalgar, May 24, at Portsmouth for General Service Commission, Home/Med. (23 months). U.K. Base Port, Portsmouth.

H.M.S. Jutland, May 24, at Chatham for Home Sea Service. U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Dunkirk, May 24, at Devonport for General Service Commission, Home/Med. (22 months). U.K. Base Port, Devonport.

H.M.S. Broadsword, May 25, at Chatham for General Service Commission, Home/Med. (23 months). U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Scorpion, May 30, at Chatham for General Service Commission, Home/Med. (23 months). U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Whirlwind, May 30, at Rosyth for trials. Commissions July 11 for Home Sea Service. U.K. Base Port, Portsmouth (C). (See note.) Under consideration.

H.M.S. Berwick, May 30, at Belfast for Home Sea Service. Commissions August for General Service Commission, Home/Med. (19 months). U.K. Base Port, Portsmouth.

H.M.S. Ashanti, June 6, at Glasgow for Home Sea Service trials. Re-commissions February 27, 1962, for General Service Commission, Arabian Seas and Persian Gulf/Home (12 months). U.K. Base Port, Devonport.

H.M.S. Scarborough, June 6, at Portsmouth for General Service Commission, Home/Med. (18 months). U.K. Base Port, Portsmouth.

H.M.S. Dampier, June 23 at Singapore for Foreign Service (Far East).

H.M.S. Ursa, June 30 at Malta with Trials Crew. Local Foreign Service.

H.M.S. Falmouth, July, at Wallsend-on-Tyne for Home Sea Service. Commissions for General Service Commission, October, Home/Med. (18 months). U.K. Base Port, Devonport.

H.M.S. Loch Killisport, July 25 at Rosyth for Home Service. Commissions September 12 for Foreign Service (Far East).

H.M.S. Dalrymple, July 18, at Devonport for General Service Commission, Persian Gulf/Med. (24 months). U.K. Base Port, Devonport.

815 Squadron, July, at R.N. Air Station, Culdrose for Overseas Service (H.M.S. Ark Royal).

706 Squadron, July, at R.N. Air Station, Culdrose, for Advanced Flying Training.

H.M.S. Mull of Kintyre, end of July, at Portsmouth for Home Sea Service. U.K. Base Port under consideration.

H.M.S. Vidal, August 9, at Chatham for trials. Commissions September 12 for General Service Commission West Indies (24 months). U.K. Base Port, Devonport.

H.M.S. Puma, August 22, at Devonport for General Service Commission Home/South America and South Atlantic (20 months). U.K. Base Port, Devonport.

H.M.S. Ark Royal, August, at Devonport for General Service Commission, Home/Med (24 months). U.K. Base Port, Devonport.

H.M.S. Dundas, September 5, at Rosyth for trials. Commissions October 31 for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Bulwark, September, at Singapore for Foreign Service (Far East).

H.M.S. Barrosa, September, at Devonport for Trials. Commissions December, for General Service Commission Home/Med. (24 months). U.K. Base Port.

H.M.S. Corunna, September, at Rosyth for Trials. Commissions November, for General Service Commission Home/Med. (24 months). U.K. Base Port, Rosyth—under consideration.

H.M.S. Brighton, September 19, at Glasgow for Home Sea Service. Commissions April, 1962, for General Service Commission East of Suez/Home (21 months). U.K. Base Port, Portsmouth.

H.M.S. Lowestoft, September 26, at Glasgow for Home Sea Service. Commission for General Service Commission Home/Med. (16 months) December. U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Aisne, end of September, at Chatham for Trials. Commissions end December for General Service Commission Home/Med. (24 months). U.K. Base Port, Portsmouth (C). (See note.)

H.M.S. Hardy, September, at Chatham for trials. Commissions October for Home Sea Service. U.K. Base Port, Devonport.

H.M.S. Gurkha, October, at Southampton for Home Sea Service. Commissions for General Service Commission Home/Arabian Seas and Persian Gulf (18 months) January, 1962. U.K. Base Port, Rosyth.

H.M.S. Alert, November, at Singapore for Foreign Service, Far East.

H.M.S. Hermes, December, at Portsmouth, for General Service Commission Home/East of Suez (21 months). U.K. Base Port, Portsmouth.

H.M.S. Cavalier, December, at Singapore for Foreign Service (Far East).

H.M.S. Ulster, December, at Devonport, for General Service Commission, West Indies/Home (21 months). U.K. Base Port, Devonport.

H.M.S. Agincourt, end of December, at Portsmouth for trials. Commission, March, 1962, Home/Med (24 months). U.K. Base Port, Portsmouth.

The New York Herald Tribune stated that the people of Brooklyn were startled when H.M.S. Ark Royal exchanged salutes with a U.S. Army post on entering New York Harbour on February 18.

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# NAVY ESTIMATES

(Continued from page 1, column 2)

refit in July and will rejoin the Fleet on a General Service Commission.

A total of 53 destroyers and frigates will be deployed throughout the world. During the year five new frigates of the Rothesay class will commission.

The deployment of the submarine fleet will remain largely unchanged. The Home Submarine Flotilla will consist of three squadrons and, in addition, divisions will be operating from Malta, Singapore, Sydney and Halifax.

## NEW CONSTRUCTION

Two more guided missile destroyers are to be built. Four are already under construction—Devonshire, Hampshire, Kent and London. The first of the class, the Devonshire, should be completed by the spring of 1962. The two new guided missile destroyers will be fitted with the Mark II version of the Seaslug anti-aircraft missiles. All six have a good surface gunnery and bombardment capability, the latest submarine detecting devices and anti-submarine weapons which include a Wessex Helicopter. The first front-line squadron of these helicopters is planned to embark in H.M.S. Ark Royal in the autumn of this year.

Good progress is being made with the Navy's first nuclear submarine, H.M.S. Dreadnought and an order has been placed for the second nuclear submarine.

With the completion of the last of the Porpoise-class submarines, the Sea Lion, conventional submarines under construction will be the Oberon class.

## TRIALS OF ASHANTI

Trials are now proceeding in H.M.S. Ashanti, the first of the Tribal class.

She has been completed ahead of the rest of the class so that evaluation trials of her advanced steam propulsion gas-turbined boost machinery may be undertaken at sea.

There will be five Rothesays and seven Leanders under construction or on order in 1961-62.

The Rothesay class are basically the same as the Whitby class of frigates but incorporate improved machinery and operational equipment, and better living conditions. From these were developed the Leander class which have the same hull as the Whitbys and Rothesays but are of a revised and advanced design.

By incorporating the lessons learned from the two earlier classes, the Leanders are able to fulfil a composite anti-submarine, anti-aircraft and air direction role.

An order will be placed this year for an assault ship of a new design to replace the present ships of the Amphibious Warfare Squadron. The new ship, which will be of the order of 10,000 to 15,000 tons, and will possibly take two to three years to build, will carry landing craft which can be launched by flooding compartments of the ship and lowering her in the water. She will be able to deploy tanks, vehicles and men.

The new ship will have seakeeping qualities much superior to those of the present L.S.T.s, and her speed and range will enable her to support the commando carriers and she will be able to serve as headquarters ship in an assault area. Another valuable feature will be a helicopter platform.

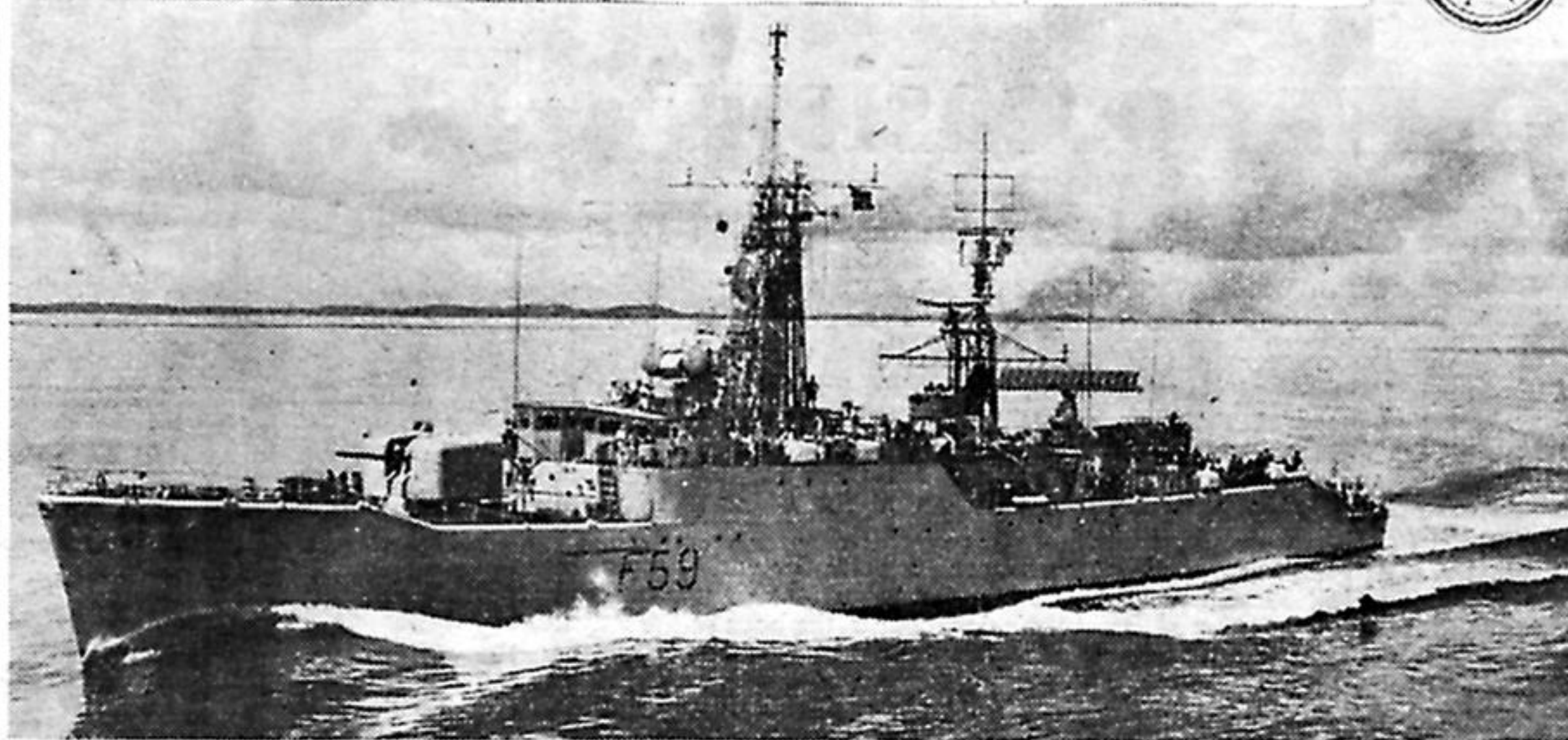
Provision is made for a maximum manpower of 100,000 but this number

(Continued in column 3)

# SHIPS OF THE ROYAL NAVY

## No. 64

### H.M.S. CHICHESTER



H.M.S. Chichester, one of the five "Salisbury" class aircraft direction frigates, all named after cathedral cities, was built by Fairfield S. B. & Eng. Co. Ltd., Glasgow, was launched on April 21, 1955, and completed on May 16, 1958.

Her displacement is 2,330 tons full load; she is 340 feet (o.a.) in length, with a beam of 40 feet.

These ships carry two 4.5 in. and two 40 mm. A.A. guns and have a Squid triple-barrelled depth charge mortar.

Construction is all welded and the design is such that rapid building is possible in emergency.

The frigates of this class are designed primarily for the direction of carrier-borne aircraft and they can also serve as destroyers in offensive operations.

The present Chichester is the sixth ship to bear that name in the Royal Navy. The first was a 3rd rate of 1695 which was broken up in 1749. The second was also a 3rd rate of 1753 which was broken up in 1803. The third was a 5th rate of 1785. She was broken up in 1815. The fourth was a prize taken in 1809 and which was wrecked in 1811. The fifth Chichester was a 4th rate of 1843, sold in 1889.

Battle Honours are Cartagena 1741, Toulon 1744, Quiberon 1759, Belleisle 1761 and St. Lucia 1803.

(Continued from column 2)

is unlikely to be reached. It is hoped to attract 7,500 recruits during the year. The re-engagement rate is "very encouraging." It has been decided to recruit more junior ratings—boys between 15 and 16½. This entry was originally used for the Seamen and Communications branches, but now extends to the Electrical and Engineering and Air Mechanic branches and to cooks and it is shortly to be opened to the Stores branch. It is expected that about one-third of all recruits in 1961-62 will enter through this scheme.

The entry is trained initially at two establishments—H.M.S. Ganges and H.M.S. St. Vincent which, between them, have 2,400 juniors under training.

## CENTRALISED NAVAL DRAFTING

The system of centralised drafting, instituted in 1957, has produced substantial benefits both to the Service and to the sailor. The Service has gained from greater economy in the use of manpower and the sailor has gained from longer notice and wider choice. It is now the normal practice to give ratings four months' notice of overseas service. Six months before a man returns from abroad he is able to indicate where in the United Kingdom he would like to serve; only about one man out of every ten fails to get drafted to one or other of the areas he has chosen.

Recently the entire crew of a frigate and 90 per cent. of the crew of an aircraft carrier had their preferences met.

The centralised system of advancement has smoothed out disparities which existed when each Port Division operated separately. Recent improvements in the arrangements for recommendations for advancement will offer greater scope than before to individual ability and merit.

Although a career in the Royal Navy or Royal Marines is as exacting, varied and rewarding as it has ever been, even wider opportunities for promotion to commissioned ranks now exist. Roughly one-third of the Navy's officers today entered the Service as ratings.

## H.M.S. Puma to continue her prowls

H.M.S. Puma's last article stated that the ship would not be active until sometime in the middle of the year. She was due to prop up a dockyard wall for at least four months but, unfortunately for the "natives," the refit has been postponed until August, when the ship will be recommissioning.

The ship arrived at Devonport on December 19, to be greeted by the sun and some families. The sun hasn't shone again since and those on board miss it after their spell in the South Atlantic.

Flora, the ship's live puma, who resides at Paignton Zoo, was lifted on-board in her cage and a few brave members of the crew stroked her down.

No fingers were reported missing. Everyone has now had at least three weeks' leave and Puma will soon be at sea again for trials and all the usual routine prior to working a ship up to its normal standard of efficiency.

She will be based at Portsmouth for about two weeks, then to Portland to enjoy the vigorous sea breezes which blow round there at this time of year.

In the near future the ship's course will probably be somewhat to the north. The talk is about Arctic Clothing, Black Frost and Free Fish! A far cry from the Southern Cross.

Although a busy couple of months is expected many of the Ship's Company want to get away from the dockyard, if only to ditch all the "gash" and get the ship clean enough to live in once more. "READY TO LEAP"



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"—and hunger not of the belly kind that's  
Banished with bacon and beans,  
But the gnawing hunger of men for  
A home: and all that it means."  
(APOLOGIES TO THE LATE DAN MCGREW)

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G.B.E., K.C.B., and he agreed to become the branch president.

Admiral Gladstone took over from Captain E. W. Whittington-Ince, C.B.E., R.N., who was thanked by the branch for the splendid work he has done for them during his term of office and whose keen spirit has been an example to all.

The retiring chairman, Shipmate C. Shaw, congratulated the branch on a good year, pointing out that the social activities with H.M.S. Yaxham and H.M.S. Heron were great successes. The various efforts to swell the funds of the branch were much appreciated.

The outstanding event of the year was the occasion of the film show "Navy Lark" at the local cinema when members of the branch collected the sum of £35 12s. 6d. for the R.N.B.T. and S.S.A.F.A. The idea was originated and organised by the secretary, Shipmate W. Cast, and the splendid result was due to his untiring efforts

proves he is a very worthy successor.

The hon. treasurer, Shipmate Richards, also agreed to a further term of office. (He had no choice really, he has been treasurer for 11 years the branch would be lost without him.)

One extra post was filled. Shipmate J. McDonald was appointed social secretary to assist Shipmate in branch social events and to him to attend to Area and I duties.

Rear-Admiral W. J. Munn, O.B.E., is to be Chief of Staff, Commander-in-Chief, Home Fleet succession to Rear-Admiral Frewen, to take effect in April.

Rear-Admiral J. B. Frewen is Flag Officer Second-in-Command East Station, in succession to Admiral M. Le Fanu, C.B., D.S. take effect in July.



## Churches of the Royal Navy

# A church which has been background for many naval occasions

## GREENWICH CHAPEL IN USE FOR OVER 200 YEARS

THE chapel of the Royal Naval College, Greenwich, has a fair claim to be one of the outstanding churches of the Navy, for within its walls many naval heroes are commemorated, and it is steeped in the atmosphere of naval history. Moreover, as a building, it is perhaps the most striking of naval churches, and it has often provided the background for outstanding naval occasions.

Originally, it was built as the chapel of the Royal Hospital for Naval Pensioners, the first of whom moved into residence in 1705. The chapel was a part of the general reconstruction of the old royal palace undertaken by Sir Christopher Wren. Although the foundation was laid in 1699, it was not completed until 1745 under the supervision of the Architect Thomas Ripley and it was 1750 before it was opened for public worship.

Then in 1779 the whole edifice was destroyed by fire. In reporting the fire the Annual Register of January 2, 1779, described the chapel as the most beautiful in the kingdom. It was rebuilt under the direction of "Athenian" Stuart who gave it its classical lines and ornate internal decoration, while retaining Wren's noble proportions. The building was once again ready for worship in 1789 and it has remained much as it was at that time to the present.

### RESTORATION

In the course of the years the grime of London covered the delicate colouring and, during the last war, some minor damage made restoration essential. So in 1955 the Ministry of Works undertook a major reconstruction and cleaning operation, while at the same time, some old ornaments were restored to the sanctuary as a memorial to chaplains who were killed during the war. On June 21, 1955, the chapel was dedicated by the Archbishop of Canterbury to S.S. Peter and Paul in the presence of Her Majesty Queen Elizabeth the Queen Mother and yet again opened for worship.

The Royal Hospital was closed in 1869 and the Admiralty transferred the Royal Naval College from Portsmouth to Greenwich, and the purpose of the old foundation changed from the interests of those who had served the Navy, to those who were serving, or yet to serve. Today Greenwich is in some ways the university of the Navy and a number of both junior and senior officers go there to be instructed in the higher courses of their specialisation.

The chapel remains what it always

has been—a place for daily prayer. In turn it has served the pensioners and their dependants, the boys of the Royal Hospital School, the officers in charge (some of them the most illustrious names in Naval history) and now the staff and students of the college. The tradition of daily worship continues, for each working day in the college begins with a brief service which brings together the greater part of the officers under instruction and their instructors. Members of the general public are admitted to Chapel Services on Sundays during term time.

Next time you are in London, go over to see Greenwich. In its splendid setting on the Thames the chapel and college are well worth a visit. Of the many interesting things to be seen in the Chapel the large picture behind the altar is the most arresting. It represents the Shipwreck of St. Paul on the Island of Malta, as described in Acts 28 and is the work of the American born artist Benjamin West. It was painted for the restoration of the Chapel in 1789.

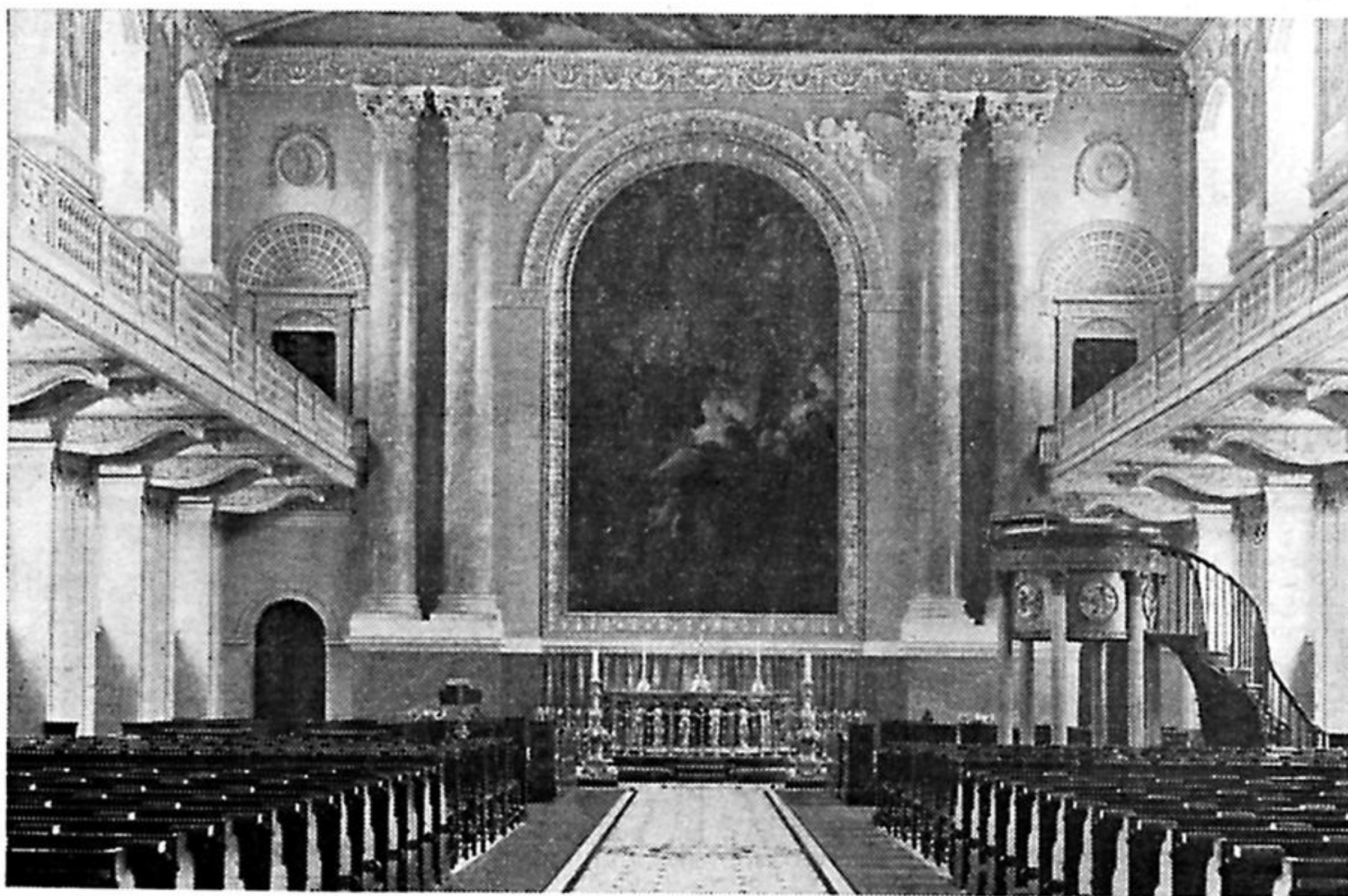
### 'THREE-DECKER' PULPIT

The pulpit, standing high on six columns is the upper deck of an original "three decker" and is believed to have been carved in Deptford Dockyard by Richard Lawrence for which he was paid £280, a considerable sum in those days. It is made of oak, lime-wood and mahogany, and the twisted stairway, balanced at one end, is a masterpiece.

The gilded altar is made of Coade Stone with a marble top. Coade was a manufacturer of a synthetic stone used widely in London for carvings. He had a factory at Lambeth. The secret of his process is now lost. Medallions of carvings round the pulpit are of the same stone.

The organ, built by Samuel Greene, was installed in 1790. It is a perfect example of an organ of the period.

Yet the chapel is not only a fine piece of architecture; first and foremost it is a place of worship and one which provides the religious and spiritual background to the College's work for the Royal Navy.



The chapel of SS. Peter and Paul of the Royal Naval College, Greenwich

## Director W.R.N.S. says farewell to Portsmouth

THE Director of the Women's Royal Naval Service, Commandant Dame Elizabeth Hoyer-Millar, who is retiring in May upon being relieved by Superintendent Jean Davies, at present in charge of H.M.S. Dauntless, paid a three-day visit to Portsmouth.

During her tour the Director visited the Pay and Records Office, Royal Marines, at Eastney, H.M.S. Excellent, H.M.S. Vernon, H.M.S. Collingwood, Haslar Hospital, Duchess of Kent Barracks, Portsmouth, H.M.S. Mercury and H.M.S. Dryad.

## TWO NEW CLUBS AT SINGAPORE

TWO new service clubs have been opened by the N.A.A.F.I. at Singapore recently.

For the Royal Navy there is the Armada Club at the Naval Base. The amenities include a grill room, tavern bar for men, lounge bar, guest room, billiards room, colourful verandahs and a roof garden.

For the Army the new Phoenix Club at C.H.Q. provides grill room and lounge, a men-only bar, games room, a kiosk for cold drinks, a comfortable lounge and writing room, hairdressers and the finest Services shop.

## HOSPITALITY OF TORQUAY

H.M.S. Torquay (Cdr. B. H. G. M. Baynam, R.N.) visited Torquay February 25 to 28.

Sports teams from the ship played local opponents at darts, snooker, soccer, rugby and squash, and tours and hospitality was arranged by a number of Torquay organisations.

## FIELD GUN CREW ATTEND CHURCH

ON Sunday, February 12, the 50 members of the Devonport field-gun crew attended a special service at the Church of St. Nicholas, R.N. Barracks.

Present at the service, in addition to the crew and their families, were the Lord Mayor and Lady Mayoress of Plymouth, Alderman and Mrs. F. J. Stott and members of the Plymouth City Council, the Commander-in-Chief, Plymouth Command, Vice-Admiral Sir Charles Madden and the Commodore, R.N. Barracks, Commodore J. O. C. Hayes.

The Reverend Clifford Davies, Chaplain and the Reverend R. G. Williams, Chaplain of the Church of Scotland and Free Churches, officiated.

Devonport's field gun officer this year is Lieut. C. S. Argles, R.N., and the senior rating in charge of the crew is Chief Petty Officer R. C. Le Brun.

## CARS ON THE NEVER-NEVER

WITH a down payment of 20 per cent., British Service men in Germany, Holland and Belgium, can now buy a new car from N.A.A.F.I. on easy terms.

The scheme offers low H.P. charge (6 per cent. per annum, spread over a maximum of three years); free life cover where comprehensive car insurance is arranged through N.A.A.F.I., and protection against liability for Tax and Import Duty in the event of owners returning prematurely to the U.K.

Service men being posted to Europe will be able to order their car in this country before they leave and make repayment while in Germany. Delivery may be taken in the U.K. and the car

used in this country for some months prior to posting.

### EXTENSION OF SCHEME

N.A.A.F.I. will finance the purchase of the car and any extras and accessories, plus any reasonable freight charges and transit insurance if Service men are posted elsewhere and the car has to be transferred before all instalments are paid.

Once the scheme is fully operating in Germany consideration will be given to extending it to other overseas areas and the U.K.

## MERCURY WREN DIES

WREN Margaret M. Clark, of H.M.S. Mercury, died in R.N. Hospital, Haslar, on February 16.

It is understood that Wren Clark was walking near some tubular steel scaffolding erected for a building in course of erection, and was struck by a piece of the tubular steel which fell across the road.

The accident took place in H.M.S. Mercury on February 15.

## Lincoln club fire

A CIGARETTE-END is suspected as the cause of a fire which did damage estimated at many hundreds of pounds to the Lincoln N.A.A.F.I. Club in January.

The outbreak was confined to the Espresso lounge on an upper floor. Curtains, most of the easy chairs and a juke box were badly damaged. The whole room will have to be re-decorated before it can be used again.

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Officers' Shops at Plymouth, Southampton and Portsmouth Members I.N.T.A.



## First Sea Lord visits Northern Ireland



Admiral Sir Caspar John with Captain E. N. Sinclair, D.S.C., R.N., Senior Naval Officer, Northern Ireland, and Director R.N. of the Joint Anti-Submarine School. The 1st Sea Lord spent a day at sea in H.M.S. Grampus and H.M.S. Tenby, and another day in the Joint A/S School, where he attended a special demonstration of A/S tactics.

## Civilians seem as permanent as the Condor's buildings

### REASON FOR LONG SICK LIST!

H.M.S. Condor like many other establishments of its type has a large civilian complement. Altogether they number 306, of which there are only three ladies, who are employed as typists.

A number of the civilians are highly skilled tradesmen and are employed teaching sheet metal work and fitting and turning to the aircraft apprentices and mechanics. These instructors take a keen and fatherly interest in their sometimes wayward pupils and usually succeed in converting an "all thumbs" apprentice into a highly competent tradesman by his twelfth term.

With its headquarters in the main office block is the "Condor Distribution Service Unlimited." Here under the watchful eye of Mr. Sutherland all papers are routed to their destination. Mr. Sutherland the senior messenger, although he has lost an arm, is an indefatigable one-man sorting agency. He is Condor's oldest inhabitant, retiring this year after serving Condor for over 21 years.

### BEST LOOKING ESTABLISHMENT

An efficient mail office is also staffed by civilians, and among them is Jim Crow the Postie, an acknowledged and inaccurate authority on the weather. He takes great pride in a personal approach to each customer. The shock of receiving a bill, a threatening letter or even a summons is never so harsh when Jim Crow has had his say. Also in the Mail Office is Old Tom, the charge hand of the Messengers Staff, who is an information centre in himself.

The Grounds Staff and the Navy Works Department are continually

hard at work maintaining and improving the grounds and accommodation. It is due largely to their work in all sorts of weather that the Condor is acknowledged as among the best looking and comfortable of R.N. establishments. Last but not least there is the Turncock, who, dressed in his inevitable fawn jacket and carrying the tools of his trade, plods the establishment on his rounds.

Two fair young additions to the Sick Bay Staff arrived in time to help out in the 'flu epidemic which has recently struck. They are Naval Nursing Auxiliaries Earl and McKay, and these young ladies have made a visit to the bay much more interesting. They, coupled with an appeal from the P.M.O. to anyone with suspected 'flu symptoms to report sick at once, have caused a remarkable lengthening of the sick list.

### WINTER SPORTS

The usual winter club activities are as popular as ever this term. Each week-end the Mountain Rescue Unit and Ski Club go off to practice their exhilarating sports in the Scottish Highlands. The Canoe Club which has been in recess for the hardest winter months is gradually coming to life and has an imposing fixture list for the summer months.

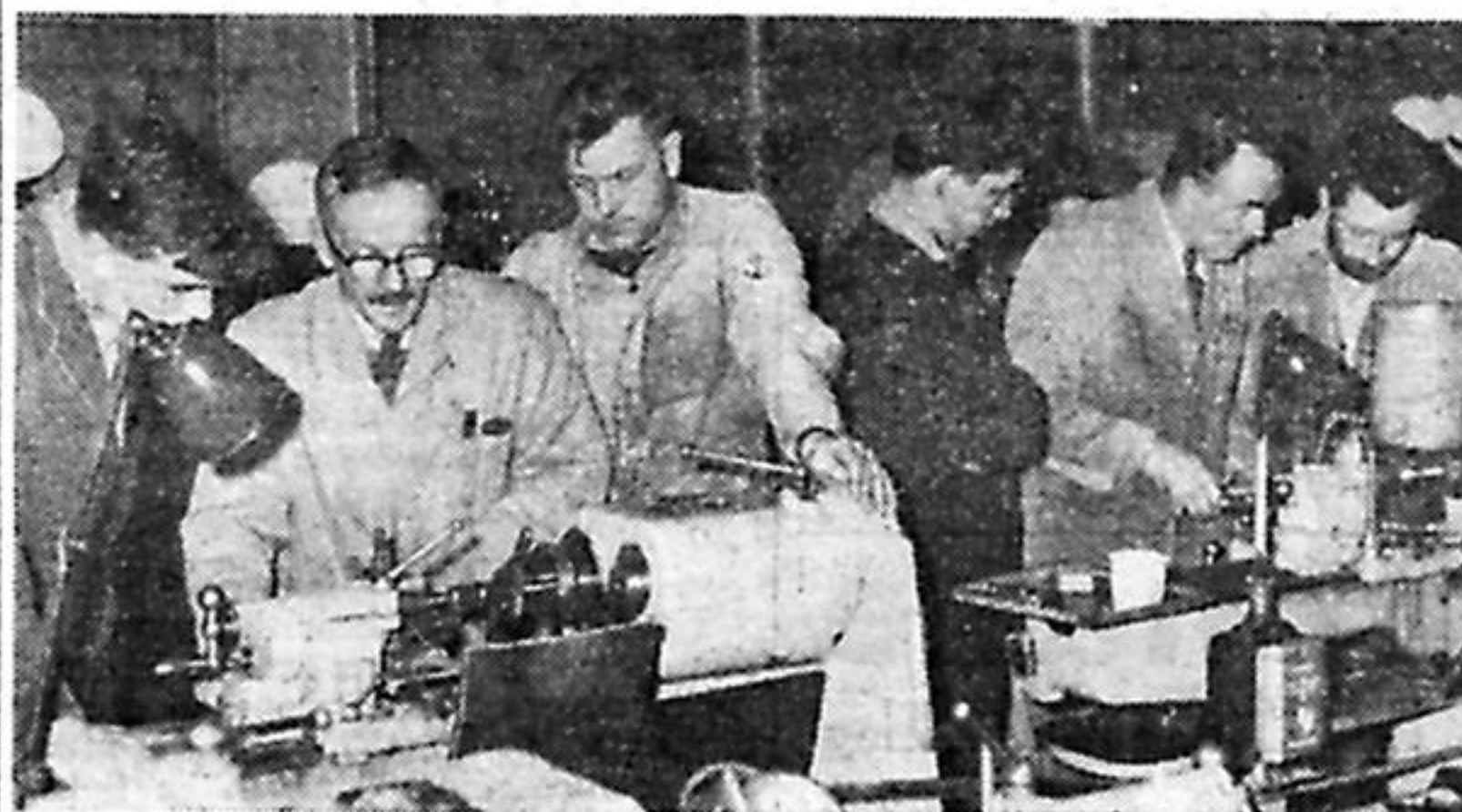
In the New Year Honours List A.M.I. Heald and A.A.I. Stebbing were awarded the B.E.M. for meritorious service.



Naval Nursing Auxiliaries McKay and Earl—new additions to the Sick Bay staff



C.P.O. Heald (top) and C.P.O. Stebbing, both of whom have been awarded the B.E.M.



Two civilian instructors in the "factory" with a mechanics' class

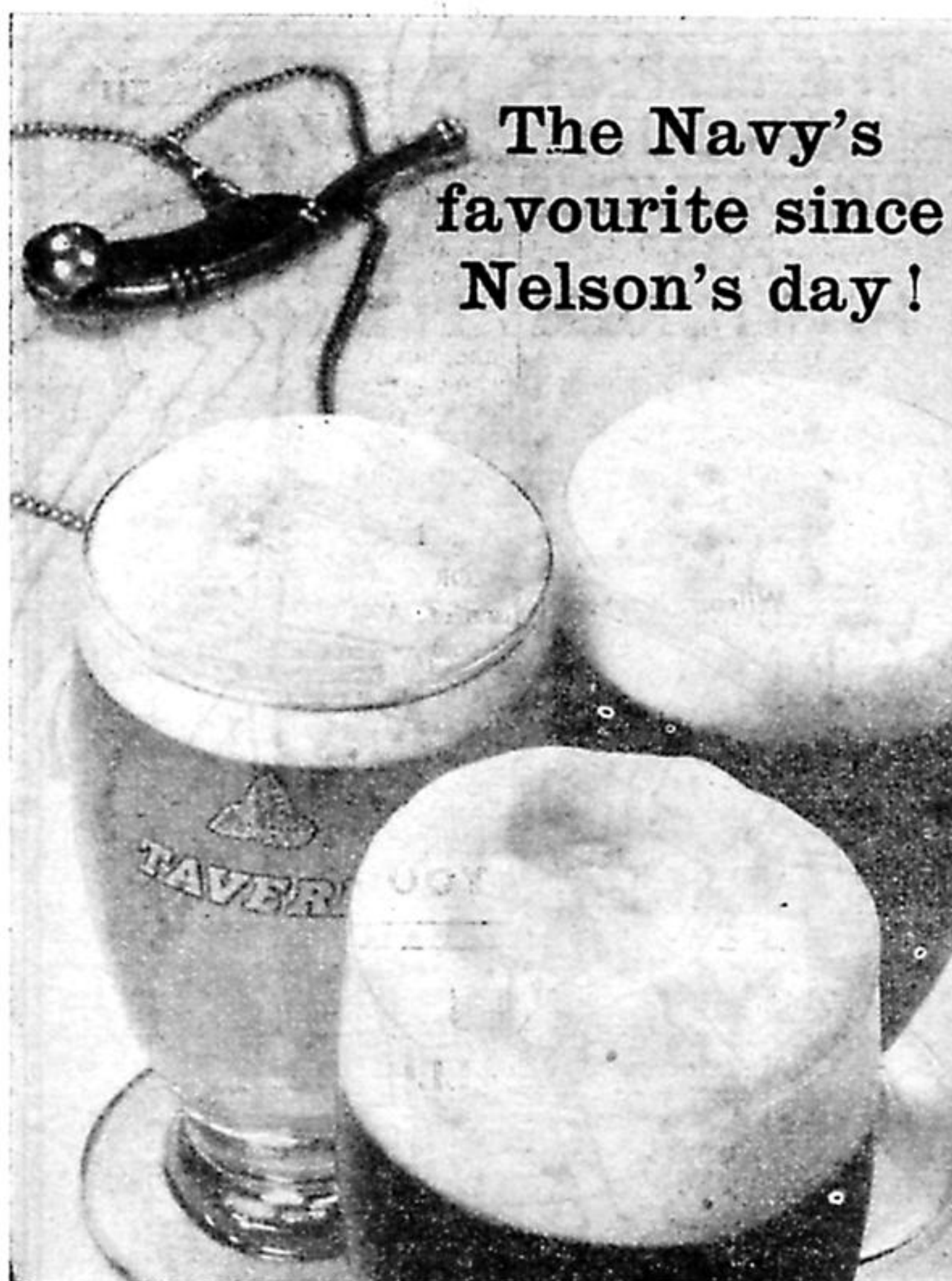
Rear-Admiral J. H. Unwin, C.B., D.S.C., was placed on the Retired List to date February 14.

Rear-Admiral Sir John Walsham, Bt., an engineering specialist, succeeded Rear-Admiral J. H. Unwin as Admiral Superintendent, H.M. Dockyard, Portsmouth, on January 31.

Rear-Admiral J. Y. Thompson, C.B., has been placed on the Retired List to date February 23.

Rear-Admiral A. H. C. Gordon-Lennox, D.S.O., is to be President, Royal Naval College, Greenwich, in succession to Rear-Admiral The Earl Cairns, C.B., to take effect in July.

Surgeon Captain H. E. B. Curjel, M.B., B.S., M.R.C.S., L.R.C.P., R.N., has been appointed Honorary Physician to The Queen with effect from February 25 in succession to Surgeon Captain T. G. B. Crawford, M.B., B.Ch., R.N.



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## How can I save?



Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172\* a year when I retire from civilian work at 65.

\* For members of the W.R.N.S. the Pension is £149 a year.



Which will you take?

I'm going for the pension because there's another valuable right with it—I can get a cash advance for the full price of a new house. I'm all lined up for a job already, and with an extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.



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Please send full details of the Progressive Savings Scheme

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# The Royal Navy's largest cruiser is Recommissioned at Singapore NEW CREW FLY OUT

ON Tuesday, January 31, 1961, the Royal Navy's largest cruiser H.M.S. Belfast was recommissioned at Singapore Naval Base, under the command of Captain Morgan Giles, D.S.O., O.B.E., G.M., Royal Navy.

The new crew, consisting of 52 officers and 580 men, were flown out to Singapore during the last two weeks of January, in seven flights of specially chartered Britannia aircraft of British United Airways and British Overseas Airways Corporation. During the same period the old crew flew home in the same aircraft, after 18 months service in the Far East.

Launched in 1938 by Mrs. Neville Chamberlain, H.M.S. Belfast took an active part in the Second World War. In November, 1939, she was severely damaged by a magnetic mine. Later she distinguished herself in the hunting of the Scharnhorst, being the first ship to detect the German cruiser on her radar, and helping to sink her.

After the war she spent most of her time in the Far East Station, taking part in the Korean War in 1950-52. She then returned to the United Kingdom where she underwent a complete modernisation before returning to the Far East in 1959.

## CAPTAIN MORGAN GILES

Captain M. C. Giles joined the Royal Navy in 1932 as a Public School Entry and specialised in torpedoes in 1938-39. During the early part of the war he served in H.M.S. Emerald on convoy duties, and in H.M.S. Arethusa during the Norwegian campaign and in the Mediterranean. From early 1941 until the end of the war in Europe he served continuously in the Mediterranean—mine clearance duties in the Suez Canal, service in the Western

Desert and Tobruk Garrison, duty with Coastal Forces in Malta and in 1943 liaison duties with French and Italian destroyers. Captain Giles was Senior Naval Officer in the Dalmatian Adriatic and Yugoslavia in 1944.

He served as Staff Officer Operations to "Force W" for the invasion of Malaya and subsequently in Bangkok and as Naval Officer-in-Charge, Palembang.

Promoted commander in 1947 and captain in December, 1953, Captain Morgan Giles was Captain of H.M.S. Vernon from March 1959 to January this year.

H.M.S. Belfast is the flagship of the Flag Officer Second-in-Command Far East Station (Rear-Admiral Michael Le Fanu, C.B., D.S.C.).

Able Seamen P. F. Cowdry and J. Robson, both of H.M.S. Victorious were injured in a car accident when returning to their ship at Cape Town.



H.M.S. Belfast, which recommissioned at Singapore on January 31

## THE WALRUS JOINS NAVY

H.M. Submarine Walrus, the seventh boat of the Porpoise class, was accepted for service with the Royal Navy on February 10.

Built by Scotts Shipbuilding and Engineering Co., Greenock, the Walrus was launched in September, 1959, by H.R.H. the Duchess of Gloucester.

Boats of the Porpoise class have a standard surface displacement of about 2,000 tons, a length of 295 ft. 3 in. and a beam of 26 ft. 6 in. They are powered by Admiralty Standard Range diesel-electric engines, which, in conjunction with a large battery capacity, give a long endurance and high underwater speed.

### NO BOREDOM

The Walrus's complement of six officers and 62 ratings will have amenities of the highest possible standards to help combat the boredom of long, submerged patrols.

The other boats of this class already in service are the Porpoise, Rorqual, Narwhal, Grampus, Cachalot and Finwhale.

The Walrus is commanded by Lieut.-Cdr. J. D. E. Fieldhouse, R.N., who entered the Royal Navy in 1941 as a cadet at the R.N. College, Dartmouth, qualified as a submarine officer in 1949 and has since served almost continuously in Clyde-based submarines.

## H.M.S. RALEIGH 'COMES OF AGE'

### Establishment known to over a hundred thousand trainees

H.M.S. Raleigh, the New Entry Training Establishment at Torpoint, East Cornwall (Capt. J. A. Osborne, D.S.C., R.N.), "came of age" on January 9, and appropriate celebrations to mark the occasion have taken place.

At morning divisions on January 9 the colours of H.M.S. Raleigh were hoisted by Mr. A. Bolton, now a pensioner at neighbouring H.M.S. Figsard. The significance of this was that, as a master-at-arms, exactly 21 years pre-

viously, he had hoisted the colours for the first time on the occasion of the commissioning of H.M.S. Raleigh.

Since that day well over 100,000 men have passed through the establishment.

### THE FIRST RALEIGH

The first ship to bear the name of this great Elizabethan was a 32-gun American ship of 667 tons, captured on September 28, 1778, and the fifth and last seagoing "Raleigh" a light cruiser of 9,750 tons, armed with 7.5 in. guns and developing 70,000 i.h.p. which was built on the Clyde by Messrs. W. Beardmore & Co. Ltd. and launched on August 28, 1919. She was wrecked on the Strait of Belle Isle on August 8, 1922.

The present H.M.S. Raleigh was commissioned as a shore establishment for the Naval Training of men called up under the Military Training Act of 1938. The establishment was built by Messrs. Tarrant Ltd. and was commissioned on January 9, 1940, as a training establishment for ordinary seamen. Rear-Admiral C. O. Alexander was appointed as commanding officer with the rank of Commodore.

New entries were accepted direct from shore at a rate of some 300 a week for courses each lasting 11 weeks. When the Artificer Training Establishment, H.M.S. Figsard, opened in September, 1940, the officers were accommodated in H.M.S. Raleigh, an arrangement which still continues today.

The establishment suffered some damage during the air strike on Plymouth. In April, 1941, one stick of heavy bombs fell across the area—two of which detonated in the establishment—the first killing 72 trainees.

### U.S.A. TAKES OVER

In April, 1944, Naval Forces of the U.S.A. took over the entire camp as an embarkation centre.

On July 29, 1944, H.M.S. Raleigh was returned to the Royal Navy, the next big change takes place on February 2, 1948, when it became an M.(E)'s Training Establishment under Captain (E) P. C. Taylor, R.N., and as such took the place of H.M.S. Imperieuse which had been an afloat establishment made up of the ships Revenge, Resolution, Valiant and Unicorn. A warship was provided as a tender for afloat training, H.M.S. Newfoundland being the first to occupy this position. In October, 1950, afloat training was transferred to H.M.S. Howe, where the fo'c'sle part of the ship was used to accommodate all the trainees.

From 1955 some courses of seamen

were again trained at Raleigh and early in 1958 there began the complete integration of seamen and M.(E)s during Part I training since when the captain and commander have in succession been general list officers of the "X" and "E" specialisations, an "X" commander serving under an "E" captain and vice versa.

### CELEBRATIONS

The 21st birthday was celebrated throughout January. Commemorative greetings cards were sent to over 70 individuals including all the past

captains, the Mayor of Raleigh, capital of North Carolina, and the retiring American Ambassador, Mr. Hay Whitney.

Four past captains were able to attend a commemorative dinner in H.M.S. Raleigh and Admiral I. G. MacLean, C.B., O.B.E., replying to the toast of "our guests" stated how appreciative he was on behalf of the guests at being invited once again to dine in the Mess. He stressed the importance of the present training conveyed at Torpoint to British youth and wished H.M.S. Raleigh every success for the future.

## House purchase

A simple way to raise the initial deposit money required for buying your own house. Make out a monthly allotment for the purchase of TENTH ISSUE NATIONAL SAVINGS CERTIFICATES. Here are some examples of how your money grows by the purchase (by allotment) of

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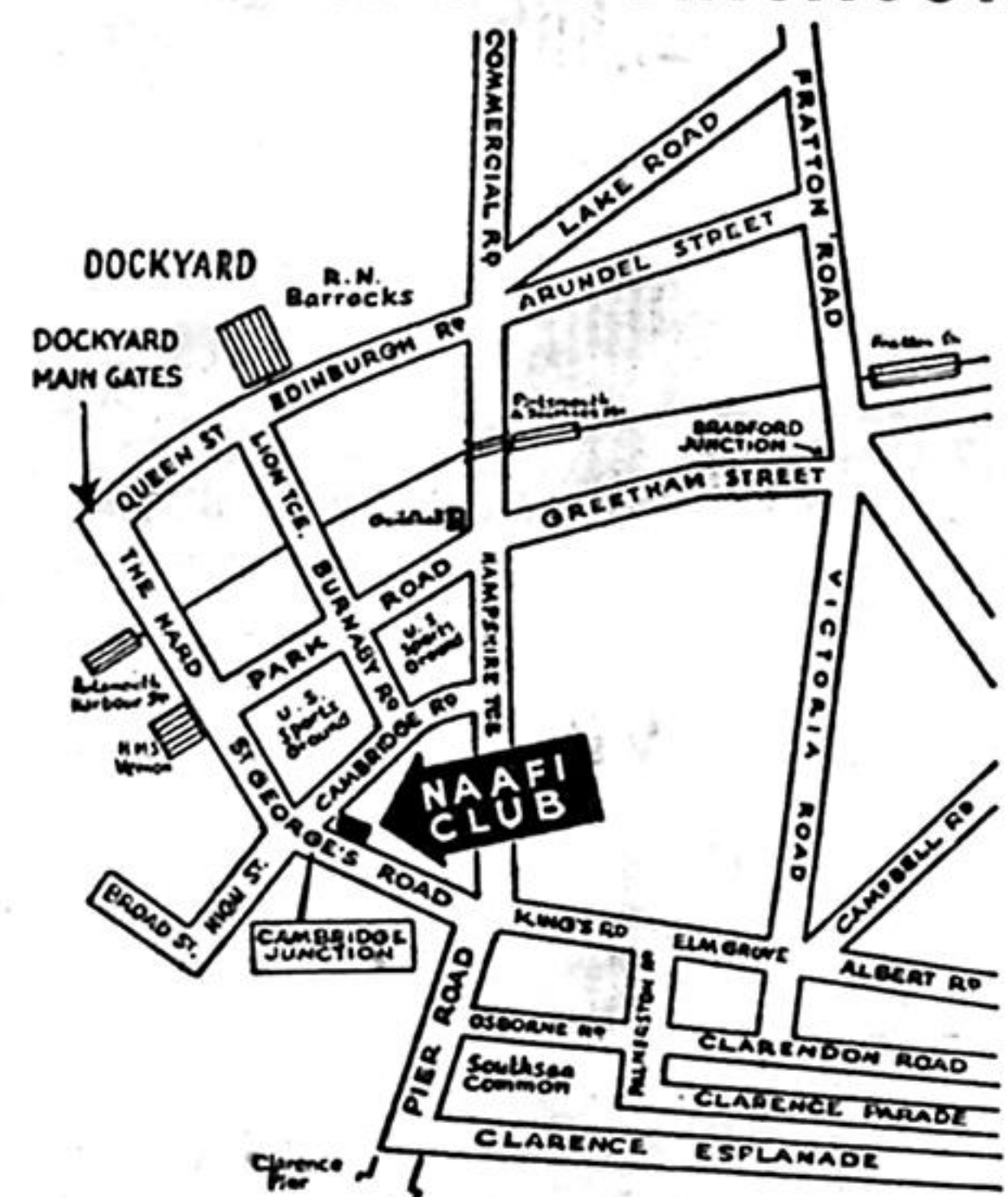
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H.M.S. Loch Lomond at Aden during her recent commission

## HOME IS THE FRIGATE

### After a year in the sun

ON a February morning in 1960, H.M.S. Loch Lomond (Commander C. B. Armstrong, R.N.) sailed away to the East, and on January 26 the frigate returned to Chatham after her 12 months' commission spent on the Arabian Seas and Persian Gulf Station and based on Bahrain.

Despite the often excessive temperatures and humidity in these parts, officers and men have enjoyed improved conditions aboard Loch Lomond since the introduction of a centralised air-conditioning system, of which the ship was the prototype.

While oil production has brought prosperity and changes to many areas on the Gulf, isolated communities exist whose life has gone on unchanged for a thousand years. Medical care is often a luxury, but the Royal Navy brings valuable aid by landing medical teams to set up "surgeries" ashore and

this was one of the routine duties undertaken by the Loch Lomond.

#### CALL FOR HELP ANSWERED

Another call for help was answered—and successfully dealt with—when a passing tanker's fireman was taken ill and needed immediate medical attention, and the Navy supplied it.

All tasks come alike to the sailor. Among the more amenable tasks during this trip, men of Loch Lomond became "film stars" when they took part in an official colour film, "First Left Past Aden," which will portray



Commander C. B. Armstrong with Sheikh Hamdan, of Das, who was representing the Ruler of the Trucial State of Abu Dhabi

the daily life of a sailor serving in the Persian Gulf.

Christmas found the frigate at Mena-al-ahmadi—her second call at the port of Kuwait—and here was evidenced the popularity of the Navy. Invitations from local British oil families poured out to the ship's company to share their homes and join them in Christmas celebrations.

### Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

**To Chief Petty Officer**  
JN 646025 R. Day, JN 158464 A. E. Weeks, JN 153426 H. H. Gilham, JN 183654 L. J. Hendy, JN 581048 C. J. Child, JN 160364 E. Punccheon, JN 160513 D. W. P. Collins, JN 155259 J. G. Cowden, JN 158420 A. G. Smith, JN 163054 P. G. Millett, JN 153487 W. Catherall, JN 138196 S. P. Burgess, JN 161975 P. C. L. Jack, JN 160184 N. Bryant, JN 163117 W. J. Flack, JN 216541 R. J. Gordon, JN 245743 C. A. Hambley, JN 160793 S. R. Baker, JN 158291 F. G. T. Theobald, JN 161746 F. Hart, JN 523020 J. F. McKee, JN 581513 B. Miles, JN 151807 B. H. Binnmore, JN 183681 W. R. Jones, JN 156223 P. W. Fitz, JN 159576 J. Turner.

**To Chief Engineering Mechanic**  
MX 765123 F. W. G. Stephens, MX 844577 A. A. McCaffrey, MX 97778 R. E. Jones, MX 99480 A. R. Hulks, MX 840790 L. J. R. Griffiths, MX 769915 F. A. G. Brown, MX 97067 J. B. Eliard, MX 664698 W. E. Miller, MX 97374 R. A. Hall, MX 116315 H. G. Bennett, MX 100068 J. W. Reynolds, MX 100386 N. Pollard.

**To Chief Radio Electrician**  
MX 872992 N. R. Edwards, MX 856136 F. C. Fowler, MX 868778 E. G. Kelley, MX 847145 T. Coutis.

**To Chief Petty Officer Steward**  
LN 847214 E. Armes.

**To Sick Berth Chief Petty Officer**  
MX 851653 J. A. Gray, MX 833075 P. W. Peasey, MX 786384 A. R. Watson.

**To Acting Chief Engine Room Artificer**  
MX 818542 F. C. Cooper.

**To Chief Shipwright Artificer**  
MX 510301 J. C. Puckey.

**To Acting Chief Ordnance Artificer**  
MX 833403 K. W. Campbell, MX 888816 G. C. Lawrence, MX 888695 M. D. Prior, MX 778180 E. G. Whittingham.

**To Acting Chief Electrical Artificer**  
MX 818822 R. Tuson.

**To Chief Electrician**  
MX 801876 R. A. Deane, MX 712107 V. Wilson, MX 916679 J. H. Stoner.

**To Acting Chief Radio Electrical Artificer**  
MX 855604 R. J. Monk.

**To Chief Petty Officer Writer**  
MX 834392 R. Caine, MX 771299 W. T. John, MX 808125 W. G. Rees.

**To Chief Petty Officer Cook (S)**  
MX 58105 M. Robertson.

**To Chief Radio Communication Supervisor**  
JN 163280 J. O. M. Carter.

**To Chief Communication Yeoman**  
JN 371333 P. W. Kitchen.

**To Stores Chief Petty Officer (V)**  
MX 613902 W. D. Annandale.

**To Acting Chief Aircraft Artificer**  
J. D. Lewis, L/FX69414.

**To Chief Air Fitter (AE)**  
W. H. Bicknell, L/FX789451.

**To Chief Electrician (AIR)**  
V. W. Faulkner, L/FX922826; G. S. Fox, L/FX816898.



The Medical Officer, Surg. Lieut. M. J. Mann, R.N., holds a "beach surgery" in British Somaliland. While ashore, the ship's medical team, using "walkie-talkie" apparatus, is constantly in communication with H.M.S. Loch Lomond

### OWEN VISITS MONTEVIDEO



Able Seaman Hayter, of Lymington, Leading Stores Assistant Westgate, of Balham and Leading Tactical Operator Ballister, of Hertfordshire, looking around Montevideo when their ship, H.M.S. Owen, visited the city

## Bermuda to replace Tyne—Apollo to go

THE cruiser H.M.S. Bermuda is shortly to become the flagship of Flag Officer, Flotillas, Home Fleet, in place of the destroyer depot ship, H.M.S. Tyne, which is to be placed in Reserve as an accommodation ship at Portsmouth.

On occasions the Commander-in-Chief Home Fleet will fly his flag in Bermuda, at which time the Flag Officer, Flotillas, will shift his flag to another ship. The present flagship of the Home Fleet, the fast minelayer, H.M.S. Apollo, is to be scrapped, as foreshadowed in the Navy Estimates.



The lighthouse at Little Quoin Island which was repaired by officers and ratings from the Loch Lomond

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# The 'Shipmate of the year' is a polio victim with tremendous courage

## 'WRITES' WITH STICK GRIPPED IN HIS TEETH

THE award of "Shipmate of the Year" by Herts branch members to 35-year-old Ron Petts is an award which has touched the hearts of a whole town.

For Ron Petts, 6 ft. 2 in. tall ex-police sergeant, was almost completely paralysed by polio three and a half years ago.

As he lay in an iron lung at St. Anne's General Hospital, Tottenham, for month after month, fighting for his life, the future looked black.

But Ron Petts kept smiling through it all.

Said Herts branch secretary and Area 6 National Council member Eric Knight: "Ron has been a shining example of British guts. We have all been astounded by his tremendous courage."

Branch members at the Herts annual meeting at the White Hart Hotel, Hertford, cheered and applauded loudly



as Mr. Knight announced that Ron Petts had been chosen as "Shipmate of the Year."

Said committee member Jack Watts: "There is no finer choice we could have made."

### GREETINGS TO EX-SHIPMATES

Mr. Knight, and branch liaison officer Alan Greenhalgh, visited Ron recently to ask him what form he would like the presentation to take. Ron's choice—an adjustable bedside lamp. "I'm very grateful to all my shipmates," he said. "This lamp was something I really wanted. Now I can read and paint without strain. And I would like to send my good wishes to all my ex-shipmates in the Duncan and Apollo, wherever they may be, and let them know that 'Lofty' is still cheerful."

Ron Petts joined the Royal Navy in 1943 as an H.O. He served aboard H.M.S. Duncan as an Able Seaman on D-Day, and later aboard the minelayer

H.M.S. Apollo, spending two years in the Far East.

Demobbed in 1947, he joined the Hertfordshire police force at Hatfield, and subsequently served at Hoddesdon, Hemel Hempstead, Bishop's Stortford and Hitchin, before going to Hertford on promotion. At Hertford he quickly became known as the biggest—and cheeriest—police sergeant.

He has been a member of the Herts branch of the R.N.A. since 1947.

Now, Ware Urban Council have converted a flat in Crib Street, Ware, for Ron and his pretty young wife, Jean, and their two daughters, Glynis (8) and Diane (6). The hospital have installed a "rocking bed" so that Ron can spend long week-ends at home. But as yet he has to spend most of his time in hospital.

### PEOPLE ARE WONDERFUL

Ron, who is in ward L2 at St. Anne's Hospital, said: "I am looking forward to the spring and summer, and some decent weather, for then I can sit outside in my wheelchair and chat with passers-by. I have discovered that people are really wonderful."

In addition to reading and painting, Ron Petts also "writes" letters to all his friends in Hertfordshire—although he cannot even lift a finger and can move only his head—for his police colleagues have bought him an electric typewriter and Ron uses this with a stick gripped in his teeth. And he takes a pride in never making a typing error.

Each month, Ron looks forward to his copy of NAVY NEWS. "I have plenty of time to read it from cover to cover," he smiled.

## PAGES OF R.N.A. NEWS

### SICK PRESIDENT

THE members of the Sevenoaks Branch of the Royal Naval Association, together with those who knew and served with him during his Service career will be sorry to learn that Cdr. J. R. Poland, Royal Navy (ret'd.), president of the branch, is very ill.

All his friends wish him a speedy recovery.



Eric C. Knight, National Council member for No. 6 Area of the R.N. Association, and Herts Branch Secretary, reads from the NAVY NEWS to Ron Petts and his wife, Jean, of Ware (Herts)

## NEWTON ABBOT PRESIDENT CALLS FOR SPECIAL EFFORT

WHEN the Newton Abbot branch of the Royal Naval Association held its Annual General Meeting on January 27, the president, Capt. E. C. Fenton, R.N., said "We are by no means losing ground and the branch has more than pulled its weight, but we do want to make a special effort to make sure that we do hold together."

The president went on to say that the Committee had continued to put in a great deal of hard work, and how impressed he was with the efficiency of the Ladies' Committee. He also paid a tribute to the chairman, Shipmate W. G. Langridge for his efforts over the last year. He also hoped that members of the branch would give their full support to the monthly meetings and social functions for the ensuing year.

Shipmate Langridge in his report, proposed a vote of thanks to Capt. and Mrs. Fenton for their enthusiastic interest in the Association and said: "We have the keenest president in the area."

Shipmate C. D. Lewis, the secretary, stated that there were 67 full members, 38 Associate Members and 6 Life Members in the branch.

The following members were elected to the offices named: President, Capt. E. C. Fenton, R.N.; Chairman, W. G. Langridge; vice-chairman, L. Palk; secretary, C. D. Lewis; treasurer and welfare officer, J. H. Brock; assistant treasurer, J. Millman; committee, Shipmates Northway, Delbear, Bourne, Cliffe, Rendle, Murphy, Yates, Mrs. Mills and Mrs. Yates.

The Ladies' Committee consists of Mrs. Mills, chairman; Mrs. Langridge, secretary; Mrs. Waye, treasurer; Mrs. Millman, Mrs. Lewis, Mrs. Yates, Mrs. Plummer, Miss-Poole and Mrs. Bourne.

### We will remember them

Shipmate W. C. Harris, member of Wolverton branch. Died January 9, 1961.

Shipmate W. Holsgrove, member of Burnley branch. Died January 17, 1961.

Shipmate Capt. Robert Holmes De'Ath, O.B.E., R.N. (ret'd.), member of Hastings and St. Leonard's branch.

Shipmate William Frank Mugridge, died February 1, member of Hastings and St. Leonard's branch.

A force of over 100 ships, headed by two aircraft carriers and including afloat support units took part in the NATO Exercise Fallex during September and October, 1960.

## BELFAST WELCOMES GUESTS

ACCOMPANIED by Capt. R. Roberts, R.N., R.N. Aircraft Yard, Sydenham, the Senior Naval Officer Northern Ireland, Capt. E. N. Sinclair, D.S.C., Royal Navy, recently visited 55a Victoria Street, the Belfast headquarters, and "signed the book."

Needless to say the Belfast members were delighted to welcome such guests, and it is hoped that the extensive publicity afforded by the local Press gave some indication of the close bond between the Royal Navy and the Association to the many who are unaware of the interest "Their Lordships" take in the Royal Naval Association.

At the Annual General Meeting, Cdr. D. C. Morrison, R.N., presided at the election of officers.

The chairman, secretary and treasurer are as before. Committee members are Shipmates Campbell, Mallin, Henderson, Smith, Sissons, Patton, Nesbitt and Arneill. Shipmate Glass continues as Standard Bearer and Shipmates McKeown and Nicholson are Area Delegates.

The branch continues to report steady progress. Over £90 was distributed for welfare and charitable purposes.

Before closing, the chairman conveyed the thanks of the meeting to Shipmate Cdr. Morrison for the pleasant and efficient manner he had controlled the election of officials for 1961. He also paid tribute to the work of the secretary, Shipmate T. Brown, the treasurer, Shipmate F. Beatty, and thanked the vice-chairman, J. Bartlett, and committee members for their support during 1960 and he saw no reason why 1961 should not be even better than previous years.

Belfast shipmates very much regret the sudden passing of one of their first hon. shipmates—Mr. Thomas Grant. As his staff put it: "He was a friend to all"—and especially to the Belfast branch in its formative years.



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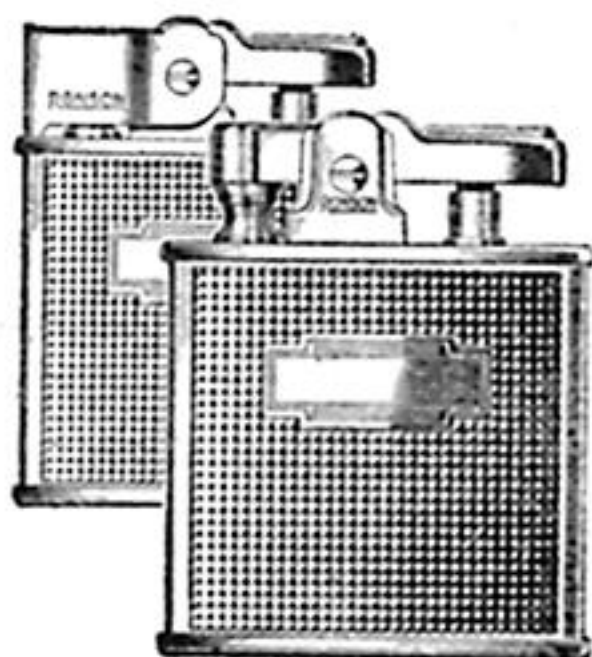
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## Ashford (Kent) gets around

THE "Messdeck Dodger" from the Ashford (Kent) branch of the Royal Naval Association, in forwarding fraternal greetings to all branches, apologises for not reporting for some time, pleads that he and the shipmates of the branch have had a very busy time of late and his "report of proceedings" bears out his story.

Ashford has met shipmates from all over the place, including Whitstable, Dover, Folkestone, Maidstone, Gillingham at headquarters in London, the Reunion at the Festival Hall, the tattoo at Earl's Court and at Deal.

Seven ship's plaques have been presented by Chatham Gunners' Club members to the Ashford branch; Shipmate E. Mooney, who recently joined the branch has handed over to the club a plaque of a Russian battleship and Shipmate W. Earnshaw has presented a Midshipman's Dirk, taken from the Bismark, together with a German Ensign. These gifts, which are most appreciated, form a valuable addition to the branch's trophies.

At the 13th Annual General Meeting Shipmate George Philpott took over the secretary's job and Shipmate E. S. Standen was elected as chairman, with Shipmate G. D. Bear as vice-chairman. Shipmate E. Bodkin was re-elected as treasurer.

The 13th Annual Dinner and Cabaret on February 4 was a great success, with over 100 sitting down. Guests included the chairman of Ashford Council (Mrs. H. A. Coleman), Admiral Sir A. and Lady Day, Colonel and Mrs. Bell and representatives of the Association from Gillingham, Whitstable, Folkestone, Maidstone and Dover.

## Purley is able to give more help to needy

PRESIDENT STRESSES NEED FOR MORE PUBLICITY

UNDER the kindly and watchful eye of its president, Commander J. S. Kerens, M.P., the Purley and District branch of the Royal Naval Association held its annual general meeting on January 29.

The finances proved to be a little better than the previous year, a slight increase in membership, and a decided improvement in what the branch was able to do with the ready and spontaneous generosity of the active members in alleviating distress and comforting the sorrowing.

At the opening of the meeting, before the recitation of the immortal words of Laurence Binyon, the shipmates were asked specially to remember their oldest member who is 87 and very ill in hospital and also one of the first members of ex-naval activity in the district, the late Shipmate "Mandy" Hogbin, holder of the Conspicuous Gallantry Medal, who had died a month previous.

At the close of the meeting Commander Kerens addressed a few remarks to those present, assuring them that the Navy of today is in good shape and as alert and as active as ever.

He stressed the need for more publicity of the aims and work of the Royal Naval Association. He said he was amazed at the great number of men leaving the Service who have not heard of the Association.

More and more publicity is indicated and the Purley branch has promised to make a special effort in this direction.

The following officers were elected: president, Commander J. S. Kerens, M.P.; chairman, Shipmate R. P. Jenkins; vice-chairman, Shipmate Bennett; treasurer, Shipmate Carter; secretary, Shipmate Mond; headquarters delegate and welfare officer, Shipmate Diprose; publicity and press, Shipmate Jenkins.

The annual dinner is to be held at the Rose and Crown Hotel, Kenley, on March 18, when it is hoped that there will be a grand "get together" of all members and friends.

PELORUS PURLEY

## H.M.S. Tyne well represented at Cork's annual dinner

### ADMIRAL OF THE FLEET LEADS THE PARADE

THE Cork branch of the Royal Naval Association celebrated its second birthday by holding a dinner and social on January 28.

The overwhelming success of this function was a just reward for the officers and members of the association who have done so much for the organisation of this branch—the youngest in Ireland.

One can hardly appreciate that it is only 18 months ago since Shipmates Knox and O'Callaghan—the chairman and secretary respectively—with four other Shipmates, became founder members. It was a rough voyage for the next few months—tracing shipmates and recruits and endeavouring to raise funds.

In January, 1960, the launching ceremony was well and truly performed by Shipmate John Thatcher from the Derry Branch at the first annual dinner. Although the Cork branch was now launched and floating the ship's company was small and recruiting continued. Later in the year Admiral of the Fleet, the Earl of Cork and Orrery, graciously consented to be the first patron, when this distinguished officer led the Armistice parade through Cork on Remembrance Sunday.

This was the first occasion that the R.N.A. marched as a separate contingent. Later, members were entertained by His Lordship at the British Legion Headquarters.

#### H.M.S. TYNE VISITORS

The Branch continued without a Captain or President, but was most fortunate when Captain P. M. B. Chavasse, D.S.C., C.B.E., joined the ranks and consented to become its first President.

The Association is indeed indebted to this officer for the stalwart work he has already done, and the valuable time he has given to the Association.

It was a happy coincidence that H.M.S. Tyne, the flagship of Rear-Admiral J. G. Hamilton, C.B., C.B.E., was paying a courtesy call to Cork at the time of the second dinner.

An invitation was extended to a contingent from the ship to join the guests, amongst whom were Brigadier R. E. Thickness, British Military Attaché, representing the British Ambassador, Brigadier The O'Donovan, M.C., Commander J. Keating, R.N., Captain J. B. Jermyn.

The members of the Cork Branch were delighted to welcome and be hosts to such a distinguished gathering and many had the pleasure of meeting old shipmates and also of making new acquaintances.

The evening was brought to a close by a social and dance and it will long remain in the memories of the members as a very successful function.

#### NEW VICE-CHAIRMAN

The annual general meeting was held on Saturday, February 11, and was well supported. The chairman and secretary already mentioned were re-elected as was also the treasurer, Shipmate "Jumper" Collins, who has done so much for the organisation, Commander John Keating was welcomed as the new Vice-Chairman, and will be glad to welcome any Corkonians leaving the service or visiting Cork on leave during this coming year.

## Bridport rightly proud of its efforts in 1960

RECORD SUM FOR R.N.B.T.

THE Bridport branch of the Royal Naval Association has reason to be proud of its efforts during the past year, for not only were the social occasions big successes but a large sum was collected for the Royal Naval Benevolent Trust and the Soldiers', Sailors' and Airmen's Families Association.

At the annual general meeting on February 3 the well-packed club-room was an encouraging sight. There was a new and distinguished member, Admiral Sir Gerald V. Gladstone, G.B.E., K.C.B., and he agreed to become the branch president.

Admiral Gladstone took over from Captain E. W. Whittington-Ince, C.B.E., R.N., who was thanked by the branch for the splendid work he has done for them during his term of office and whose keen spirit has been an example to all.

The retiring chairman, Shipmate C. Shaw, congratulated the branch on a good year, pointing out that the social activities with H.M.S. Yaxham and H.M.S. Heron were great successes. The various efforts to swell the funds of the branch were much appreciated.

The outstanding event of the year was the occasion of the film show "Navy Lark" at the local cinema when members of the branch collected the sum of £35 12s. 6d. for the R.N.B.T. and S.S.A.F.A. The idea was originated and organised by the secretary, Shipmate W. Cast, and the splendid result was due to his untiring efforts

and the support of the members. The Bridport branch heads the list of donations from branches to the R.N.B.T. for 1960 by quite a margin.

#### TREASURER HAD NO CHOICE

Shipmate Shaw wished the new chairman Shipmate W. Perfitt, every success during his year of office. Shipmate Cast agreed to carry on as hon. secretary and as he is also No. 4 Area secretary he has his hands full and proves he is a very worthy shipmate.

The hon. treasurer, Shipmate J. Richards, also agreed to a further term of office. (He had no choice really, for he has been treasurer for 11 years and the branch would be lost without him!)

One extra post was filled, Shipmate J. McDonald was appointed hon. social secretary to assist Shipmate Cast in branch social events and to enable him to attend to Area and branch duties.

Rear-Admiral W. J. Munn, D.S.O., O.B.E., is to be Chief of Staff to the Commander-in-Chief, Home Fleet, in succession to Rear-Admiral J. B. Frewen, to take effect in April.

Rear-Admiral J. B. Frewen is to be Flag Officer Second-in-Command, Far East Station, in succession to Rear-Admiral M. Le Fanu, C.B., D.S.C., to take effect in July.

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# Help your ship to win the Milocarian Trophy

## CHANCE FOR JUNIOR ATHLETES TO SHINE

HERE is some news for you concerning the Milocarian Trophy which every Naval Establishment concerned with the training of Juniors, young recruits or young Artificers has been invited to take part in. H.M.S. St. Vincent and H.M.S. Ganges do so already, but many other establishments are eligible to do so. Ask your Sports or Athletics Officer about this. Briefly the details are these:

The Milocarian Trophy was presented to the A.A.A. by the Milocarian Athletic Club in 1946 as a memorial to those members who gave their lives in the Second World War. The Club, whose membership is drawn from officers and cadets of the Royal Navy, Army and Royal Air Force, was founded in 1930.

All young ratings born in 1944 and 1945 are eligible to compete in the 1961 competition, and you can start any time between reading this and July 31, 1961. Each competitor must enter and record three events, and three events only; at least one is to be a track event and one a field event. You can take part in as many trials as you wish, but only three of your results are allowed to count in the competition. You choose your best three. The events are the normal track events as follows: 220 yards, 440 yards, 880 yards, 1 mile, and 110 yards hurdles (3 ft. high). The field events comprise: High jump; long jump; hop, step and jump; pole vault; putting the weight; throwing the discus; throwing the javelin; and throwing the hammer. The last four events are with implements weighing less than for the normal adult event.

### SCORING

Having recorded your best three results, your time (track event) or distance (field event) is converted into points by a scoring table and your score is added up and divided by three. This gives each competitor his average score based on three events. For instance, a mile race run in five minutes is worth 40 points, and that would also be the score for a competitor jumping 5ft. 3 in. A discus thrower recording 67 ft. would only score one point. Have you got the idea?

The competition is based on team results, but the rules are so framed to cover a minimum entry of ten competitors up to any number you like.

Now there are two important dates for junior and youth athletes in the Naval Athletic Calendar. First of all a youth is a competitor who is under 17 years on April 1, 1961, and a junior is over 17 but under 19 years on April 1, 1961.

### 1961 CHAMPIONSHIP DATES

The Junior Championships are to be held at Portsmouth on June 24. This is designed to attract the junior over 17 years still in his Training Establishment, the young rating doing Part II training and those at sea in a ship based on Home waters or refitting. It is an individual competition.

The Youth Championships are to be held in H.M.S. Ganges on July 15. This is a team competition which was won last year by H.M.S. St. Vincent. It attracted 84 competitors, and 28 A.A.A. standards were obtained—not a bad effort! We can improve on this in 1961 if you start training now.

So you see the opportunity is there if only you will take advantage of it. To take advantage of it is to help Naval athletics and give yourself a lot of healthy enjoyment in a first-class summer activity.

J. R. GOWER, Chairman, R.N.A.A.A.

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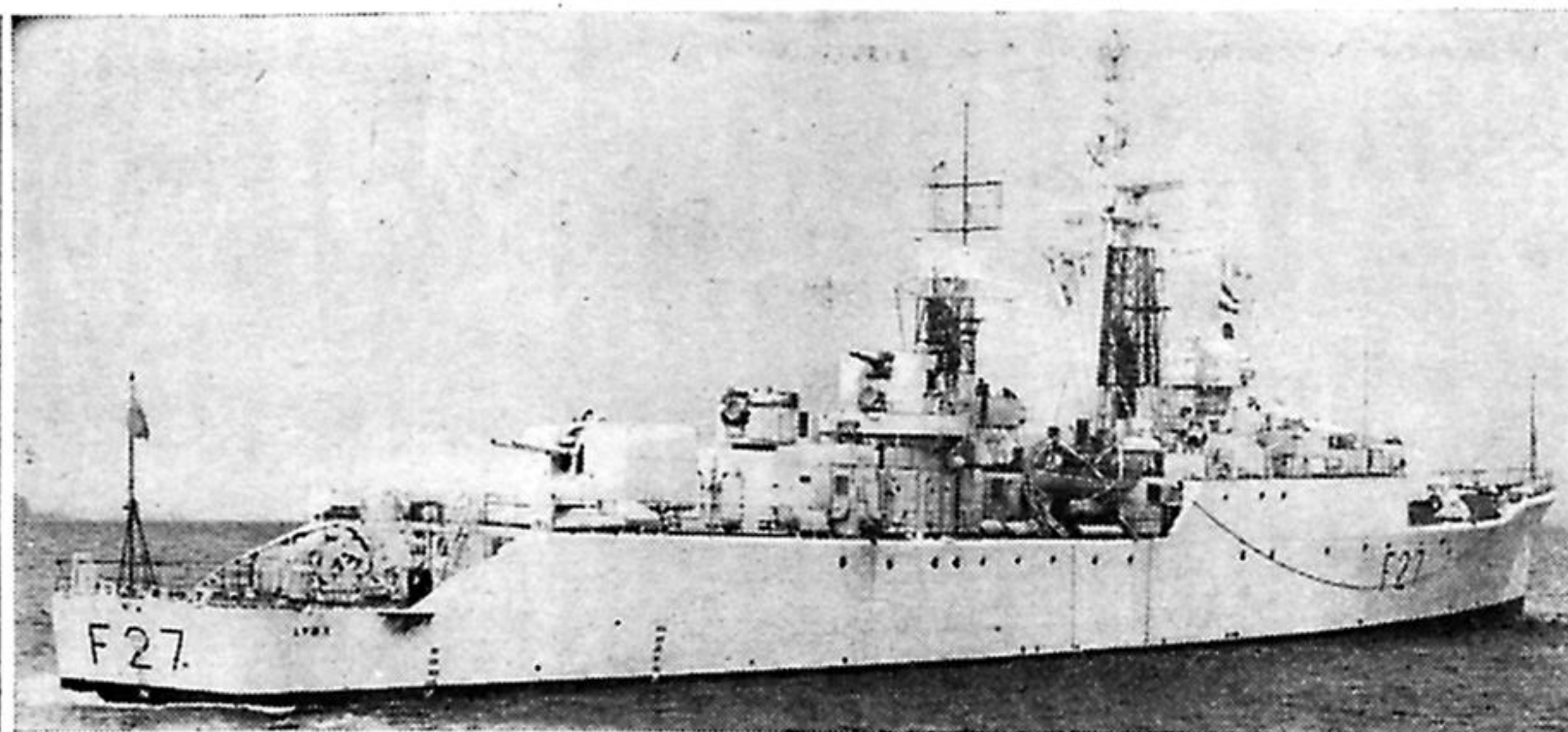
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**WRITE TO THE EDITOR NOW**

## FLAG IS HOISTED 9,565 FEET UP



First pictures of the first successful attempt to climb the 9,565-ft. west peak of Mount Paget, highest mountain in South Georgia. The feat was achieved—where two previous expeditions have failed—by a Royal Navy-Royal Marine climbing party from the Antarctic ice patrol ship, H.M.S. Protector. The story appeared in the January issue of NAVY NEWS.

The upper photograph shows the party at the base camp after the successful climb—Lieutenant-Commander M. K. Burley, R.N., Captain V. N. Stevenson, R.M., Sergeant M. Rainey, Corporal J. Shimmings and (seated) Marine A. Hickton. The sixth member of the group was reluctant to face the camera. Not in the picture, Corporal B. Todd who, with Lieutenant-Commander Burley and Captain Stevenson, reached the summit. He is seen in the picture on the right with Lieut.-Commander Burley.



H.M.S. Lynx—an anti-aircraft frigate of the Leopard class

## Cape hosts taken to sea for a day

### 'THANK YOU, MR. LYNX, FOR A WONDERFUL DAY'

H.M.S. Lynx, one of the four "big cats" anti-aircraft frigates (the others are Leopard, Puma and Jaguar), at present serving on the South Atlantic and South America station, has now been in commission just over a year.

The first part of the commission was spent in home waters but since leaving England on August 3, 1960, Lynx has visited Lisbon, Tenerife, Freetown, (this is the Brazilian port where passengers of the Portuguese liner, Santa Maria, disembarked when the "pirate captain" gave up his "prize" at the beginning of February), Vitoria, Rio de Janeiro, Ascension Island, Port Harcourt, Luanda, Saldanha Bay, Simonstown, Cape Town and Lourenco Marques.

October and November last year were taken up by Exercise "Capex," the height of which was reached on shooting down a pilotless target aircraft.

### STATION LEAVE

The Christmas period was spent refitting in Simonstown dockyard. The majority of the ship's company took the opportunity of taking seven days station leave and were largely entertained in the homes of South Africans in the Cape.

To thank these kind friends, and others, some 200 men, women and children were taken in the ship from Simonstown to Cape Town.

The "Cape Times" referred to the occasion on January 17, under the headlines, "Lynx takes 200 on cruise to say 'Thank you' to Cape." In its report the "Cape Times" said: "Yesterday morning at Simonstown crew members looked on sagely as the visitors 'took over.' They swarmed up the gang-plank looking happy and bright."

"The ship cast off and moved out into the bay. The visitors moved round a little less freely and some even clung to the rail—looking at the deep blue water as it hurried past. But sea-legs were soon found—except for an odd passenger or two—and by lunch-time everyone was looking bright again."

### PRACTICE SHOOT

"H.M.S. Lynx was refitting when in Simonstown over Christmas and her

"Pulling into Table Bay in the afternoon a south-easter whipped the spray off the waves and sent it scudding along the decks. Earlier, teenagers had 'bopped' in the shadow of a gun turret, music being supplied by the ratings one with an electric guitar. But now they stood silently as the flats and new buildings of Sea Point and the foreshore slid into view."

### GIFTS FOR VISITORS

"As they stepped on to the quay, girls were given purses in the form of a sailor's cap, boys received pencils and adults will keep—for a while—books of matches with 'H.M.S. Lynx' on the cover."

A small boy expressed the gratitude of all those who had been privileged to go on the trip as he stepped off the gang-plank on to the Duncan Dock, when he said: 'Thank you, Mr. Lynx, for a wonderful day.'

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**New branch  
loses stalwart**

THE recently formed Aldershot branch of the Royal Naval Association has suffered the loss of one of its staunchest members, Shipmate Stephen F. Greenstreet, a retired Warrant Stores Officer, Royal Navy.

Shipmate Greenstreet served 34 years in the Service, entering as a Stoker 2/C. in 1911, transferring to the Stores branch in 1923. Pensioned in October, 1938, he was recalled in July, 1939, and served until December, 1945. He was promoted to Warrant Supply Officer in March, 1942.

He was Mentioned in Despatches on April 24, 1940, for his work when serving as a Stores Chief Petty Officer in H.M.S. Escort (in which ship he was wounded when she was sunk in the Western Mediterranean in July, 1940) in connection with the rescue of the survivors from the liner Athenia.

Since leaving the Service he worked until he retired last year, with Power Jets and then N.G.T.E., Pyestock.

The Aldershot branch, which was formed last autumn, under the presidency of Capt. Francis J. Cartwright, R.N., meets at the Alexander Hotel. The chairman is Shipmate J. C. Ridgeon and vice-chairman Shipmate R. J. Watts. The secretary is Shipmate H. C. Crocker, of 93 Gloucester Road, and the treasurer is Shipmate A. Atkin.

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Further information and application forms can be obtained from the Chief Constable, Admiralty Constabulary, Queen Anne's Mansions, St. James's Park, London, S.W.1. Serving personnel wishing to make application should do so through their Commanding Officer, in accordance with A.F.O. 2060.60.

**WANTED** for Berkeley Castle, Gloucestershire, man and wife as caretaker and cook, £12 0s. 0d. per week combined wage, full keep, separate furnished flat, free fuel and light. One child school age not objected to. Would suit retiring or discharged C.P.O., P.O. or other naval rating or Royal Marine N.C.O. or O.R. with officers' Mess experience. Good holidays. Write Custodian, Berkeley Castle, Gloucestershire. Phone Berkeley 332.

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# 'Rugger' club which can go back eighty years

## UNITED SERVICES PORTSMOUTH ARE HAVING A GOOD SEASON

THE United Services, Portsmouth, are enjoying a good season, not only in the matter of matches won, but, as important, in keenness and enthusiasm, the lifeblood of any club. It is in the hope of stimulating greater interest in the activities of the club, from a wider public, that this article is offered.

The history of the club goes back to 1882, but it was not until the beginning of this century that United Services Portsmouth established itself as one of the First Class Clubs in the country. The improvement in the club's status was due to some hard work by the members and officials from 1902 onwards. Until then the United Services had a most indifferent fixture list and

were not always able to field a full team to fulfill those fixtures they did have. Most of the better Service players preferred to play for one of the London clubs. However, one or two better fixtures were arranged in 1903 and the best players persuaded to rally to the United Services colours.

The greatest enthusiasm and keenness were engendered and such was the success of this new United Services side in the next few years, that within a very short time the club had a really first-class fixture list. During the two seasons 1906-07 and 1907-08, the United Services were undefeated at home. In 1906, London Welsh, at that time the crack London club and fielding five internationals, were defeated 21 points to nil and the following season Cardiff went down by 21 points to 3.

After the First World War United Services were fortunate in having three pre-war internationals on which to build a new team. Their great enthusiasm encouraged dozens of new players to join the United Services and assured the successful revival of the club's activities. In the 1920s, the club steadily expanded and in some years as many as seven teams were fielded. They did not win all their matches, in fact in 1926-27 they had a very poor season but they remained a power in the land and a respected opponent of the strongest teams.

With the reductions, in the Fleet and



Able Seaman Brian Goodwin of H.M.S. Bellerophon. Played for United Services (Portsmouth), Hampshire and Royal Navy, 1960-61

the Geddes Axe, the late 1920s and early 1930s were a trying time, but Services still managed to field strong teams.

The season of 1938-39 opened in fine style with two resounding victories against London Irish and Northampton but then came the Munich Crisis and the mobilisation of the Fleet. All the Services' fixtures had to be suspended for a time. When matches were resumed there were some notable victories including the defeat of both Oxford and Cambridge.

### RATINGS PLAY FOR U.S.

In 1936 the building of the United Services rugby hut was a most important event in the history of the club. Before the hut was built the United Services was a club for officers only. However, now that the rugby club had their own hut, they were able to break away from the United Services officers' club and ratings and other ranks could play rugby for the United Services. Today only about a third of the playing members of the club are officers.

Every effort is made to foster club spirit both on and off the field and to encourage new players to join. However, there must be many more Service players prepared to play or to watch on Saturdays. There is probably a reluctance on the part of many players, particularly amongst younger players, to come forward because they fear they are not good enough to make the grade and enjoy Saturday rugby. This modesty is understandable but it is a pity that more players do not come forward or more people do not watch: they are missing a great deal of enjoyment.

At present the United Services have regular fixtures for four XV's but there is no reason why more teams should not be run and already this season a surplus of players has made it possible to run a fifth team occasionally. Playing for any of the fifteens opens up the possibility of playing for the best teams. Several players at present in the 1st XV were playing for the most junior XV's earlier in the season.

### FIRST SEASON CAPS

A remarkable rise has been that of Brian Goodwin, whose photograph appears above. He played his first game of rugby two years ago, when he had a season of ship's rugby in the Far East. Last year he did not play at all as he was in the Field Gun Crew. However, in his first season of club rugby he has been capped for both Hampshire and the Navy, a remarkable achievement.

Before the current season started there was general concern amongst all interested in the fortunes of the United Services because of the poor results in recent years. A big effort was made to find new players and to stimulate greater interest and enthusiasm in the club. So far the season has been most encouraging and some of the strongest clubs in the country have been defeated. But continued success is dependent upon the fullest support from all Service rugby players and supporters in the Portsmouth area.



Instructor Lieutenant Glyn Thomas, R.N., now serving in H.M.S. Dryad, the captain of U.S. (Portsmouth) and who has played for Hampshire and the Royal Navy this season

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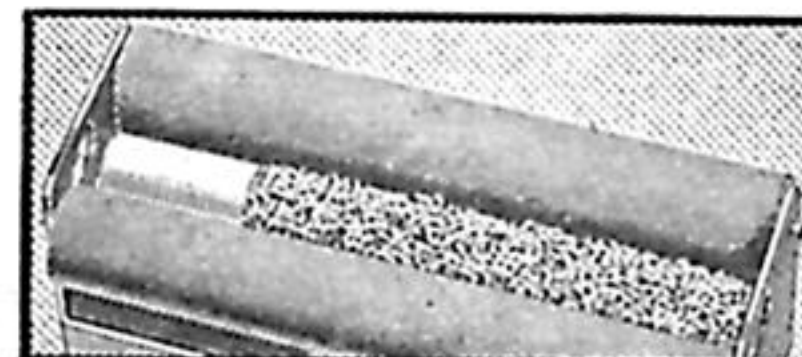
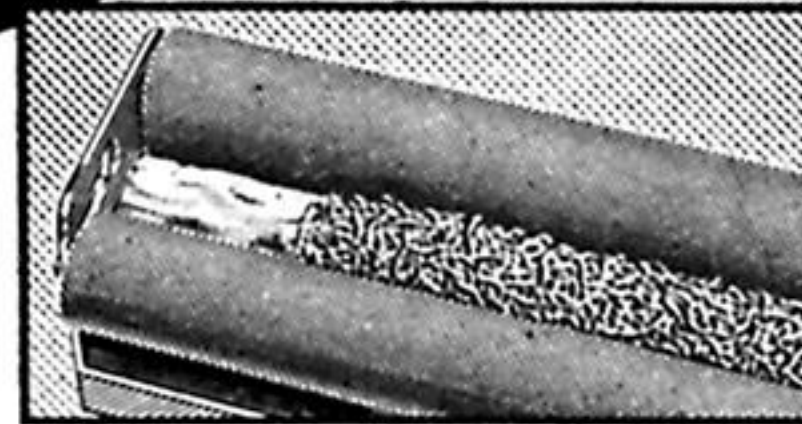
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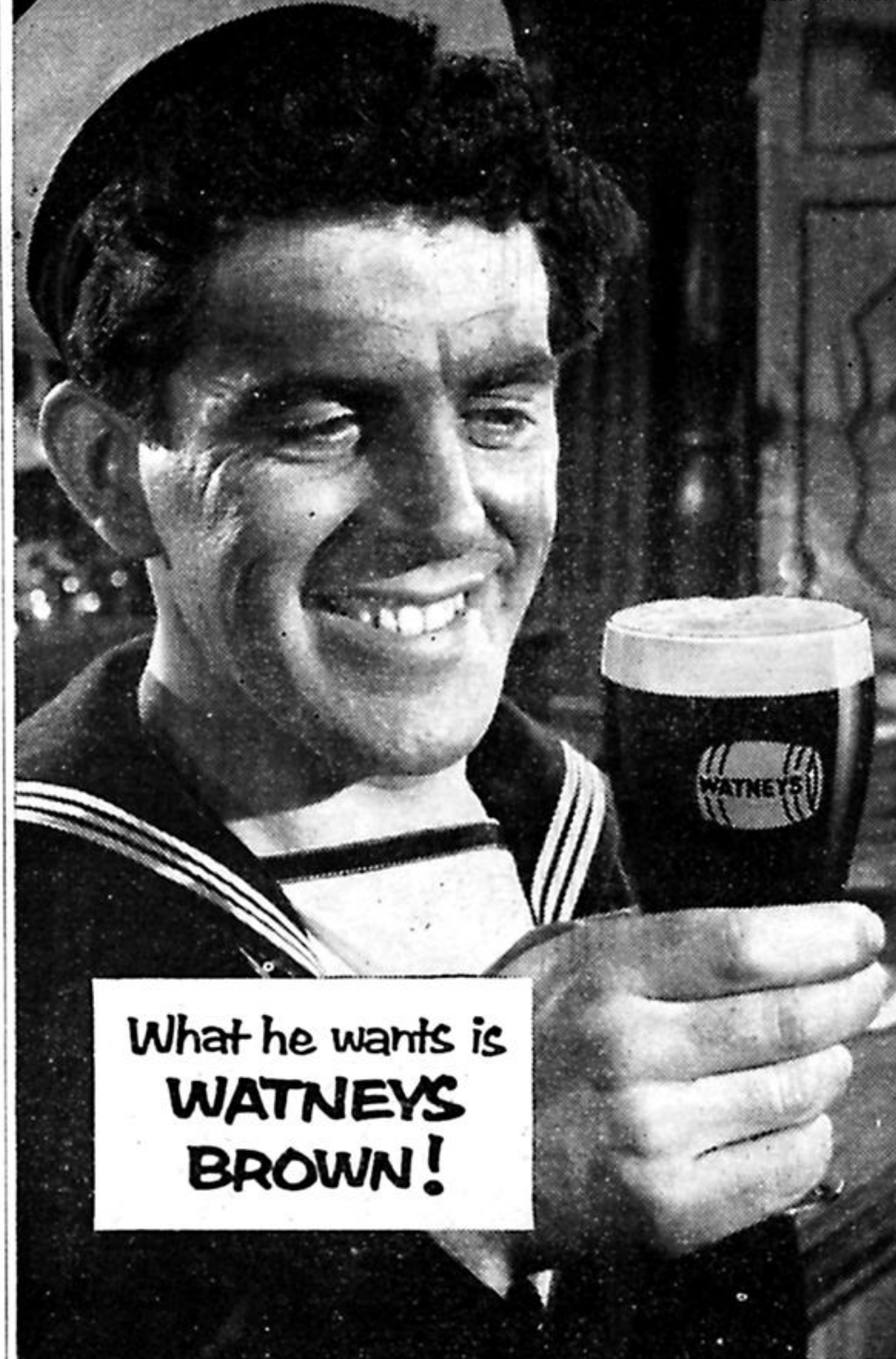
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